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City of Costa Mesa



2000 General Plan



City of Costa Mesa
77 Fair Drive, Costa Mesa, CA 92628

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City of Costa Mesa 2000 General Plan

Adopted January 22, 2002



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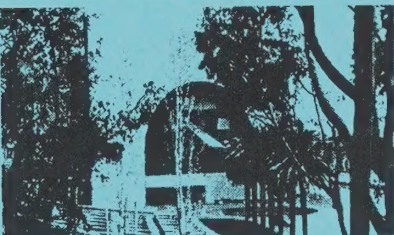
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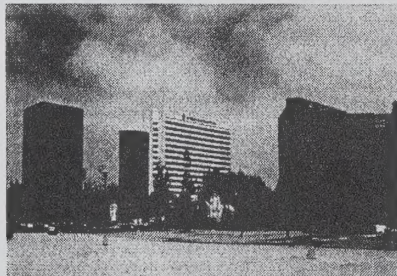
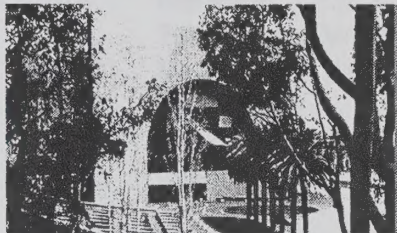
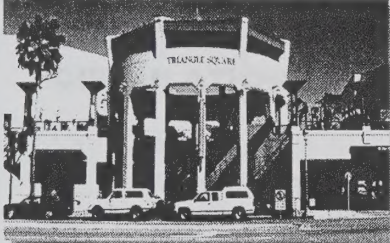
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City of Costa Mesa 2000 General Plan

Adopted January 22, 2002

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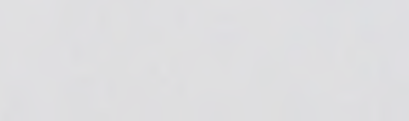
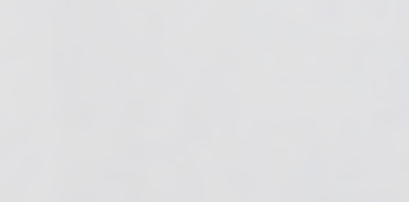
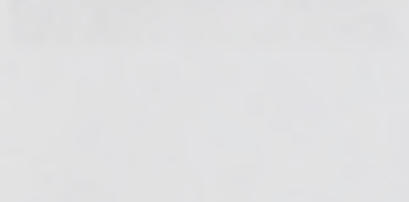
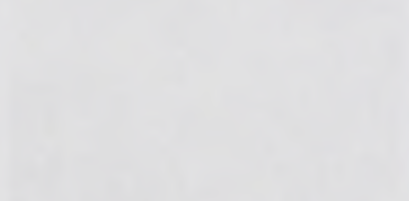
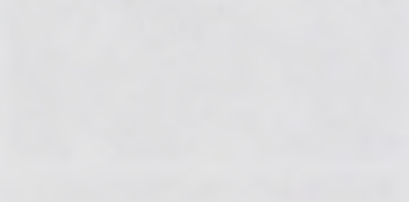
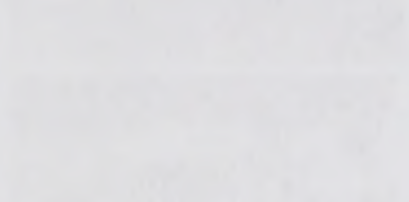
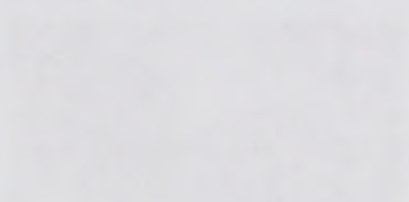
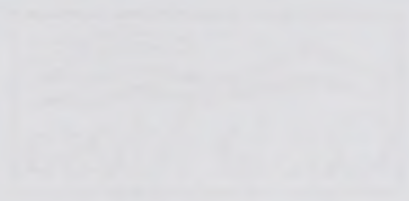


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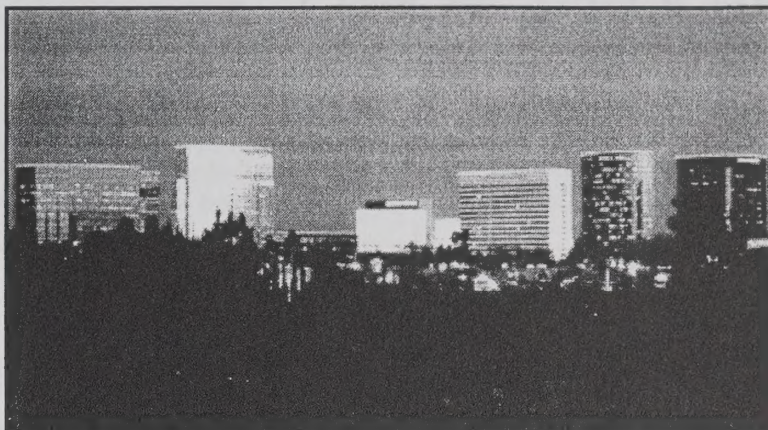
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CHAPTER I
INTRODUCTION
TO THE 2000 GENERAL PLAN



CHAPTER I

INTRODUCTION TO THE 2000 GENERAL PLAN

The City of Costa Mesa 2000 General Plan is the primary source of long-range planning and policy direction intended to guide growth and preserve the quality of life within the community. With a foundation based on citizen's input, the 2000 General Plan serves as the City's vision and expression of its long-term goals. The 2000 General Plan recognizes the community's diverse evolution of residential neighborhoods, its regional commercial influence, and its wide array of cultural, educational, social, and recreational amenities. Implementation of the 2000 General Plan will ensure that future development and improvements are consistent with the City's goals, policies, and objectives.

The City adopted its first General Plan in 1957 and its second General Plan in 1970. The Plan was comprehensively amended in 1981 and again in 1992. Since the 1990 General Plan represented several years of public input and community meetings, the City Council decided to update its technical data and format for the creation of this 2000 General Plan (Plan). This Plan represents, for the most part, all of the goals, policies, and objectives set forth in the 1990 General Plan. Outdated goals and programs that have been achieved and completed were deleted from this Costa Mesa 2000 General Plan.

I.1 COMMUNITY PROFILE

LOCATION AND SETTING

Costa Mesa is located in central Orange County, California (refer to Exhibit I-1, *Regional Vicinity*). The City encompasses 16 square miles and is bounded by the cities of Santa Ana, Irvine, Newport Beach, Huntington Beach, and Fountain Valley. Regional access is provided by several freeways including: the San Diego Freeway (I-405) which bisects the northerly portion of the City; the Costa Mesa Freeway (SR-55) which travels north to south through the easterly portion of the City; and the Corona del Mar Freeway (SR-73) which also extends through the northern area of the City. Regional access is also provided by the Orange County John Wayne Airport, located along the eastern edge of the City.

REGIONAL VICINITY



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EXHIBIT I-1

HISTORICAL PERSPECTIVE

Located on the “coastal tableland” above Newport Bay, Costa Mesa was once grazing grounds for cattle belonging to the Mission San Juan Capistrano. At the beginning of the 19th century, missionaries built an adobe “Estancia” or way-station for the vaqueros who tended the herds. This structure still stands and was restored by the City and transformed into a museum at 1900 Adams Avenue.

In 1810, this same area was a part of the Spanish land grant of Santiago Del Santa Ana made to Jose Antonio Yorba. By 1880, settlers had begun buying portions of the rancho from Yorba’s heirs and in the same decade established the town of Fairview. A school house and church were built near the present intersection of Harbor and Adams, and a 25-room hotel accommodated visitors to the nearby hot sulfur springs. But in early 1889, a storm washed out the railroad and brought financial disaster to the community, which soon reverted back to farming.

By this time, the little town of Harper, named after a nearby rancher, had emerged on a siding of the Santa Ana and Newport Railroad. Its first business, Ozmen’s General Store, stood on the corner of Newport and 18th Streets and contained the City’s first post office, established in 1909. On May 11, 1920, Harper officially changed its name to Costa Mesa, which means “coastal tableland” in Spanish, and continued as an agricultural community: growing sweet potatoes, corn, tomatoes, strawberries, and apples.

Building and oil drilling industries were just beginning to bring new growth to the City when the depression hit southern California. Industries collapsed and the local bank closed. More disaster followed when the 1933 earthquake shook the town, damaging businesses and the Main School.

World War II brought many thousands of people to the area for training at the Santa Ana Army Air Base; located on what is now the Orange County Fairgrounds, Orange Coast College, and the present site of the Civic Center. When the war ended, many returned with their families to begin the population boom, which continues today.

On June 29, 1953, the City was incorporated and the City Council-Manager form of government was chosen. The new City had an area of 3.5 square miles and a population of 16,840. By 2000, the population had risen to 106,237 and the area to 16 square miles.

COSTA MESA TODAY

Today, Costa Mesa is a major commercial and industrial center serving areas beyond Orange County. The dominant industries for the City are trade, services, manufacturing, finance/insurance and real estate. The City is home of South Coast Plaza, known across the country and internationally. The Orange County Fairgrounds hosts the annual county fair each summer in July. Costa Mesa also offers 30 parks, a municipal golf course, 24 public schools, and two libraries.

The City is home to a regional symphony orchestra, and the South Coast Repertory Theater. In 1983, the Orange County Performing Arts Center was established. This center includes a 3,000 seat facility, which was completed in 1985. In 2001, the City of Costa Mesa approved expansion plans for the

Segerstrom Center for Arts. These include the 32,500 square foot expansion of South Coast Repertory Theatre to allow the addition of a new stage, a 1,000-seat expansion of the Orange County Performing Arts Center, the addition of a new 2,500-seat concert hall, and a new art museum.

The City of Costa Mesa is also pursuing the annexation of the many unincorporated islands in the eastside area. The goal of the annexation efforts is to provide a logical jurisdictional boundary with the City of Newport Beach and to simplify the provision of public services to these areas.

The City of Costa Mesa has a total population of 106,237 and is projected to reach 118,762 by 2020. The City has a diverse land use mix, 48 percent of which is designated residential use, 14 percent for commercial use, 13 percent for industrial uses, and 25 percent allocated for public and semi-public uses. In 1998, employment in the City totaled 77,415, with projected employment in 2020 expected to increase to 106,708.

1.2 PURPOSE AND AUTHORITY

The State of California mandates that each jurisdiction prepare and adopt a comprehensive general plan. Government Code Section 65300 et. seq. requires the general plan to address all issues that affect the physical development of the community, as well as land outside its boundaries that potentially affect the City's long-term planning. The role of a general plan is to act as a "constitution" for development, the foundation upon which all land use decisions are based.

All general plans in California must meet minimum requirements, as stipulated in the State Government Code. Each general plan is required to address state-mandated issues as they apply to the particular community. State-mandated issues, more commonly referred to as "elements," include: Land Use; Housing; Circulation; Open Space; Conservation; Noise; and Safety. Each jurisdiction has the authority to include additional elements if the issue is important to the long-term development of the community.

The organization of the general plan is also determined by the local jurisdiction. Most general plans are organized by individual elements. Although the State allows the local jurisdiction the latitude to combine the elements in any order, all elements must be internally consistent and have equal status. Equal status means that each element is equally important, thereby giving the same authority to the Land Use Element as to the Noise or any other element, including any optional elements the local jurisdiction elects to include in their general plan.

The City of Costa Mesa 2000 General Plan contains goals, policies, and plans which are intended to guide land use and development decisions. The 2000 General Plan consists of a Land Use Plan Map and the following 10 elements, which together fulfill the state requirements for a General Plan:

State Mandated Elements:

- ◆ Land Use Element
- ◆ Circulation/Transportation Element
- ◆ Housing Element
- ◆ Conservation Element

Optional Elements:

- ◆ Growth Management Element
- ◆ Community Design Element
- ◆ Historic and Cultural Resources Element

State Mandated Elements - Continued:

- ◆ Noise Element
- ◆ Safety Element
- ◆ Open Space and Recreation Element

SUPPORTING DOCUMENTATION

Several supporting documents were produced during the development of the Costa Mesa 2000 General Plan, including the Costa Mesa General Plan Technical Review and the General Plan Program Environmental Impact Report (Program EIR). Other technical reports used in preparing the 2000 General Plan included those for noise, circulation/traffic, and housing. These documents provide substantial background information for the 2000 General Plan.

1.3 OVERVIEW OF THE 2000 GENERAL PLAN

DESCRIPTION OF THE 2000 GENERAL PLAN

The Costa Mesa 2000 General Plan establishes a blueprint for the City's long-term development. The 2000 General Plan's overall intent is to provide a policy framework that strives to maintain and improve a socially-cohesive, economically-viable, and physically-attractive community. The City of Costa Mesa understands that a long-range plan is essential to ensure the citizens' health, safety, and welfare are maintained at exceptional levels in the new century. To this end, the Costa Mesa 2000 General Plan is the document that addresses the issues that potentially impact the quality of life for City residents and businesses.

LAND USE ELEMENT

The Land Use Element serves as the long-range planning guide for development in the City by indicating the location and extent of development to be allowed. More than other elements, the Land Use Element has a major impact on the form and character of Costa Mesa over the next 20 years. Land use policies and land use designations are intended to maintain both an exceptional quality of life for residents and a thriving local economy for business.

CIRCULATION ELEMENT

The Circulation Element establishes a roadway system that adequately accommodates any future growth consistent with the Land Use and Growth Management Elements. Additionally, the Circulation Element includes policies for bike lanes, street improvements, and other transportation issues. A traffic model has been created for forecasting long-range traffic volumes that is compatible with the latest Orange County Transportation Analysis Model (OCTAM).

The Circulation Element also documents the Rapid Transit System in the City, the Master Plan of Bikeways, pedestrian facilities and Air Transportation associated with the Orange County John Wayne Airport.

HOUSING ELEMENT

The Housing Element provides programs and policies that assist the State and region in meeting their goals of providing affordable housing to all socio-economic segments of the population. This element addresses citywide housing and population demographics, regional fair-share housing allocations, and implementation mechanisms to assist the City in providing a full range of housing opportunities.

CONSERVATION ELEMENT

The Conservation Element identifies and establishes the City's official policy relative to the identification, establishment, preservation and management of natural resources in the City. This element focuses on issues pertaining to air quality, biological resources, coastal resources, energy, water resources, wastewater, water quality and waste management for the City. The purpose of this element is to:

- ◆ Identify areas in Costa Mesa with substantial natural resources that require management in order to prevent waste, destruction, or neglect.
- ◆ Identify policies related to permissible uses and development standards within conservation areas, as well as programs to ensure the conservation of resources.
- ◆ Identify desired courses of action/strategies which provide the means to implement the City's conservation policies.

NOISE ELEMENT

The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The Noise Element ensures that the City will continue to be a place of safe living, with minimal noise intrusion into residential neighborhoods. The Noise Element identifies and maps current and projected noise levels adjacent to freeways, airports, and railroads. The projected noise levels are used to guide future land use decisions so as to limit noise and its effects on the community. The Noise Element focuses on the location of noise generating land uses in proximity to residential, recreational, and other sensitive land uses, and provide policies to alleviate potential noise impacts.

SAFETY ELEMENT

The Safety Element is a guide for the City Council, government agencies, and individuals to identify and understand potential hazards confronting Costa Mesa. The Safety Element helps to protect the community from natural and man-made hazards. Ultimately, the Safety Element aims at reducing death, injuries, property damage, and economic and social dislocation resulting from these hazards. This element focuses on issues pertaining to geology, hydrology/drainage, fire protection, police protection, and hazardous materials.

OPEN SPACE AND RECREATION ELEMENT

The Open Space and Recreation Element outlines a strategy to preserve open space areas in the City and to meet the recreational needs of the residents. Open space in Costa Mesa includes neighborhood and community parks, community centers, open space easements, and golf courses. There are also County-owned regional facilities within and adjacent to the City limits and a large amount of institutional land.

The Open Space and Recreation Element assures the protection of the neighborhood and community park system which serves as the backbone for the community's local open space network. The element references the Parks, Recreation, and Open Space Master Plan, which was adopted in January 1996.

GROWTH MANAGEMENT ELEMENT

The purpose and intent of this Element is to mandate that growth and development decisions are based upon the City's ability to provide an adequate circulation system. The Growth Management Element is designed to ensure that the planning, management, and implementation of traffic improvements are adequate to meet the current and projected needs of the City.

The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals and policies. In addition, this element has been designed to minimize duplication between Measure M and Congestion Management Program (CMP) requirements. The Growth Management Element is the most current expression of city growth management policies.

COMMUNITY DESIGN ELEMENT

The purpose of the Community Design Element is to promote quality design for buildings, structures, paths, districts, nodes, landmarks, natural features, and significant landscaping. This element does not entail specific design guidelines, rather it provides policies of sufficient detail to guide the design review process for determining whether or not a project meets the community's expectations for design and development quality.

HISTORIC AND CULTURAL RESOURCES ELEMENT

The Historic and Cultural Resources Element establishes processes to preserve the City's designated historic resources. The Historic and Cultural Resources Element is designed to promote the public health, safety, and general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, sites, districts, neighborhoods, natural features, and significant permanent landscaping having special historical, archaeological, cultural, architectural, or community value in the City.

ADMINISTERING THE 2000 GENERAL PLAN

It is the intent of the City Council to implement this Plan by establishing annual planning goals based on the Plan, and developing implementing ordinances and regulations. Once adopted, the 2000 General Plan does not remain static. As time goes on, the City may determine that it is necessary to revise portions of the text or add policies or programs to reflect changing circumstances or philosophy.

State law provides direction on how cities can maintain the general plan as a contemporary policy guide. The State requires each planning department to report annually to its City Council on "the status of the plan and progress in its implementation" (§65400[b]). Moreover, it is the policy of the City Council to review the 2000 General Plan periodically so as to maintain the currency of its goals and policies, as well as its background and technical information. The 2000 General Plan has been adopted pursuant to this policy.

I.4 RELATIONSHIP TO OTHER DOCUMENTS

The City regulates the use of property within its jurisdiction through the 2000 General Plan in conjunction with zoning, subdivision, and building regulations for the purpose of promoting the health, safety, and welfare of the public. The 2000 General Plan is a legal document that guides development and redevelopment in the City. Other legal documents are also adopted by the City Council and affect development in the City. These documents include the Zoning Ordinance, Specific Plans, and building regulations. The 2000 General Plan is at the apex of all of these land use regulations. Following adoption of the 2000 General Plan, any regulations in zoning, subdivision, building, and other ordinances that are not consistent with the 2000 General Plan will be amended to ensure consistency.

Specific Plans regulate and control the design and improvement of areas which have special development opportunities or constraints. All Specific Plans within the City must remain consistent with the 2000 General Plan and any subsequent General Plan updates.

The Zoning Ordinance is one of the many tools that implement the 2000 General Plan. It is more detailed than the 2000 General Plan and regulates development lot-by-lot, based on the 2000 General Plan's goals, policies, and land use map. The Zoning Ordinance divides the City into districts, or zones, that specify allowable uses for real property, and size restrictions for buildings.

CHAPTER 2

LAND USE ELEMENT



CHAPTER 2 LAND USE ELEMENT

2.1 PURPOSE

The Land Use Element serves as the long-range planning guide for development in the City by indicating the location and extent of development to be allowed. More than any other element, the Land Use Element will have a major impact on the form and character of Costa Mesa over the next 20 years.

Through the implementation of the Land Use Element, the City seeks to accomplish the following:

- ◆ Establish and maintain an orderly pattern of development in the City;
- ◆ Establish a land use classification system that implements land use policies;
- ◆ Identify acceptable land uses and their general location; and
- ◆ Establish standards for residential density and non-residential building intensity for existing and future development.

The essential components of the Land Use Element are the General Plan Land Use Plan Map (Exhibit LU-4) and the goals and policies that guide future development. While the General Plan Land Use Map may be seen as the most essential component of the entire 2000 General Plan, it is basically a graphic representation of the policies expressed by all of the 2000 General Plan's elements. Users of this document are advised to refer to the policies as well as the diagram when evaluating proposed development and capital improvement projects.

The requirements for the Land Use Element are contained in Government Code Section 65302(a). The element must designate the general distribution, location, and extent of land used for housing, business, industry, open space (including agriculture and parks), education, public buildings and lands, and waste disposal facilities. Standards for population density and building intensity in each planning district are also required.

2.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element serves as the primary means of integrating the policies in other elements of the 2000 General Plan with the proposed pattern of land uses designated on the General Plan Land Use Map. The Housing Element contains policies for residential development which also are considered in the Land Use Element. The Circulation Element provides for the maintenance of a transportation network that will support the ultimate land uses established on the Land Use Map. The Safety Element identifies hazards that need to be considered in land use planning for the City. The noise contours in the Noise Element are used as a guide to establish the land use patterns to ensure that future development minimizes exposure of residents to excessive noise. The Open Space and Recreation Element designates sites for community open space uses which are considered along with other provisions of the Land Use Element. The goals and policies of the Community Design Element establish criteria for quality development which are also coordinated with development-oriented policies of the Land Use Element.

2.3 SUMMARY OF EXISTING CONDITIONS

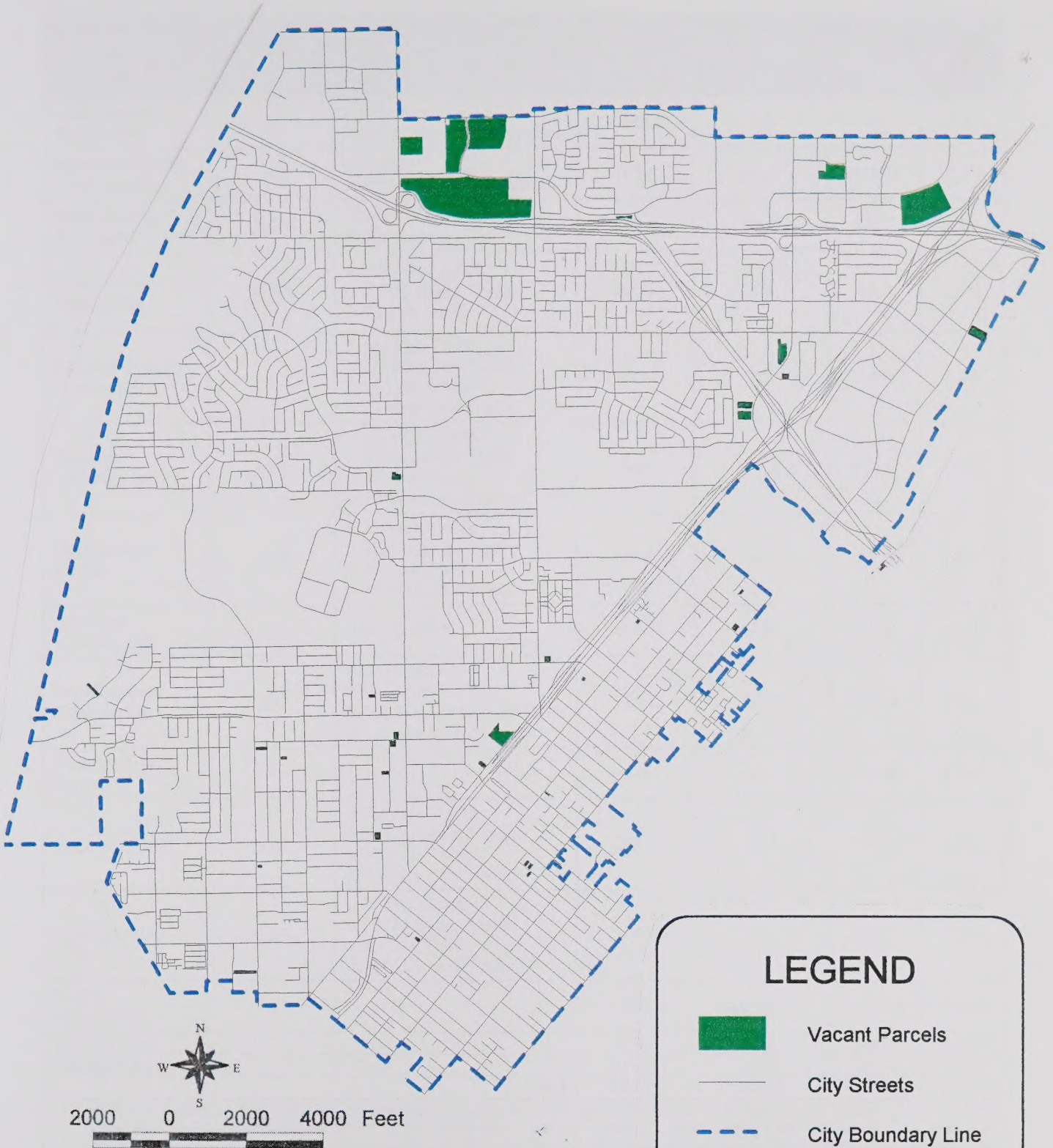
This section provides an overview of existing land use patterns throughout the City. Statistical land use information is summarized in Table LU-1, *Land Use Designations (2001)*. Vacant parcels in the City as of September 2001 are shown in Exhibit LU-1, *Vacant Land*.

RESIDENTIAL AREAS

The Low-Density Residential land use designation covers 26.8 percent of the net acreage of the City and its sphere of influence. This high percentage of low-density is not unique to Costa Mesa, but is found throughout several communities in Orange County. The accelerated demand for suburban homes experienced in the mid 1950s and 1960s resulted in the conversion of thousands of agricultural acres to large single-family housing tracts. Today this use remains predominant in Costa Mesa. New opportunities for large-scale, single-family development are limited with less than two acres of undeveloped Low-Density Residential land remaining. Recent single-family construction has taken the form of in-fill development, especially in the area east of Newport Boulevard but at a higher density than traditional single-family neighborhoods.

Medium and High-Density Residential Land Uses account for 20.9 percent of the net acreage of the City. In many instances, existing residential development density exceeds the allowed number of dwelling units per acre

VACANT LAND



LEGEND



Vacant Parcels



City Streets



City Boundary Line



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EXHIBIT LU-1

**TABLE LU-1
LAND USE DESIGNATIONS (2001)**

Land Use Designation	Residential Density DU/Acre*	Floor Area Ratio	Acres Developed	Acres Undeveloped (1999)	Total Acres	% of City
Low-Density Residential	≤8	Same as Neighborhood Commercial	2,168.3	1.8	2,170.1	26.8%
Medium-Density Residential*	≤12	Same as Neighborhood Commercial	790.8	25.7	816.5	10.1%
High-Density Residential*	≤20**	Same as Neighborhood Commercial	836.3	42.0	878.3	10.8%
Commercial-Residential	≤17.4	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic	42.6	0.9	43.5	0.5%
Neighborhood Commercial	-	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	41.4	2.5	43.9	0.5%
General Commercial	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40 Low Traffic 0.75/Very Low Traffic	614.4	20.4	634.8	7.8%
Commercial Center	≤20	0.25/High Traffic 0.35/Moderate Traffic 0.45 Low Traffic 0.75/Very Low Traffic	29.4	63.3	92.7	1.2%
Regional Commercial	≤20	0.652/0.89***	114.7	0.0	114.7	1.4%
Urban Center Commercial	≤20	0.50 Retail 0.60 Office 0.79 Site-Specific FAR for So. Coast Metro Center****	134.2	26.2	160.4	2.0%
Cultural Arts Center	-	1.77	49.0	5.0	54.0	0.7%
Industrial Park	≤20	0.20/High Traffic 0.30/Moderate Traffic 0.40/Low Traffic 0.75/Very Low Traffic	696.5	17.7	714.2	8.8%
Light Industry	≤20	0.15/High Traffic 0.25/Moderate Traffic 0.35/Low Traffic 0.75/Very Low Traffic	376.5	6.6	383.1	4.8%
Public/Institutional	-	0.25	1,286.3	0.5	1,286.8	15.9%
Golf Course	-	<0.01	560.1	0.0	560.1	6.9%
Fairgrounds	-	<0.10	146.4	0.0	146.4	1.8%
Total			7,886.9	212.6	8,099.5	100.0%

* Within the Medium- and High-Density Residential designation, existing residential units legally built in excess of the dwelling units per acre standard may be rebuilt at the same higher density subject to other zoning code standards. The allowable density or number of units to be redeveloped would be limited to the 1990 General Plan density with a 25% incentive bonus for Medium-Density or a 50% incentive bonus for High-Density; or the existing number of units, whichever is less.

** See High-Density Residential text regarding an area in North Costa Mesa where the density allowance is 25 to 35 DU/acre.

*** See Regional Commercial text.

**** See Urban Center Commercial text.

within Medium and High-Density Residential designations. This is primarily the result of changes in the 1990 General Plan that reduced residential densities. This change was primarily a reflection of the community's concerns for quality of life issues related to traffic and a more appropriate balance between the amount of land devoted to multi-family and single-family development. The density of these existing legal, non-conforming residential developments is accounted for in the growth and traffic projections of this 2000 General Plan.

COMMERCIAL AREAS

Commercial land use designations encompass 13.4 percent of the City's land area. The 1,090 acres designated for commercial uses contain approximately 16.6 million square feet of commercial space. These uses are spread throughout the City, divided into seven commercial designations and one mixed-use designation (Commercial-Residential) (refer to Table LU-1). South Coast Plaza contains the largest single concentration of retail uses in the City. It accounts for 30 percent of the City's commercial square footage and 25 percent of the retail sales. Within this same area, the development in the Town Center area contains 20 percent of the City's office space.

The Harbor Boulevard commercial district encompasses almost one-third of Costa Mesa's commercial land. The district is responsible for 40 percent of the City's retail sales, indicating that Harbor Boulevard's trade area is of a regional scale. The major factor for this is the concentration of new car dealerships on Harbor Boulevard.

The 92-acre East 17th Street commercial district contains a variety of commercial uses, including retail, service, and office. The area generally serves local residences and businesses. One-tenth of the City's retail sales is attributable to East 17th Street businesses.

INDUSTRIAL AREAS

Industrial land use designations encompass 1,097 acres of land in Costa Mesa. These uses are primarily concentrated in three major districts: the Southwest District, the Airport Industrial District, and the North Costa Mesa Industrial District (refer to Table LU-2). The Southwest District is the City's oldest industrial area and the two other areas are more recently developed industrial parks located in the northwest and northeast sections of the City.

The Southwest District contains 312 acres and represents 88 percent of the City's land designated for Light Industry. This area contained a substantial amount of industrial development before the City was incorporated. The area contains several large manufacturing firms as well as a high percentage of smaller industrial operations, frequently in multi-tenant structures. The Southwest District is one of Costa Mesa's major employment centers employing approximately one-fourth of the City's employees engaged in manufacturing-related jobs. Forty-one (41) percent of the manufacturing employers are located in this district.

The 390-acre Airport Industrial Area is a portion of the much larger Irvine Industrial Complex which extends into the cities of Irvine and Tustin. This area is characterized by large parcels and wide landscaped setbacks. Several firms have located their main or regional headquarters in the area and are often the single tenants in large structures.

**TABLE LU-2
INDUSTRIAL AREAS**

Industrial Area	General Plan	Total Acres
Southwest	Light Industry	312
Airport	Industrial Park	390
North	Industrial Park	323
Other	Light Industry	72
Total		1,097

The third industrial area is the 323-acre industrial park located between the San Diego Freeway, Fairview Road, the Santa Ana River, and the northerly City limits. This district is a part of a larger industrial area which extends northward into the City of Santa Ana. The primary users of this industrial area are large single-tenant manufacturing firms and corporate offices. Included within this district is the 14.5-acre portion of the Home Ranch area located north of South Coast Drive and west of Susan Street.

The remaining 72 acres of land designated for light industrial uses are located in five smaller pockets in various sections of the City. These areas are generally characterized by small parcels in areas which were designated for industrial uses by the City's original zoning plan.

PUBLIC AND INSTITUTIONAL AREAS

Costa Mesa contains a relatively high percentage of land designated for public and institutional use. A total of 1,286 acres is specified in this category. When combined with the golf course and fairgrounds designations, these uses constitute 25 percent of the City's area.

This high proportion is primarily the result of past actions of various governmental entities. The development of the Santa Ana Army Air Base during World War II was the first major land acquisition by a governmental agency. This site has since been divided and remains largely in public ownership. The current users of the site are: Orange Coast College, Costa Mesa High School, Davis Middle School, Presidio Elementary School, TeWinkle Park, the National Guard Armory, Orange County Fairgrounds, Costa Mesa Farm Soccer Complex, Civic Center Park, City Hall, and Vanguard University.

A major land acquisition by the State in 1950 was responsible for the public ownership of the Costa Mesa Golf and Country Club, and Fairview Park. In 1950, 750 acres were acquired for a State institution. Today, the Fairview Developmental Center occupies 111 acres of the original 750 acre site. The golf course and most of Fairview Park belong to the City. Acquisitions by the City and County have expanded this area to include the Talbert Regional Park site adjacent to the Santa Ana River and the adjoining City Canyon Park.

Three golf courses exist within Costa Mesa and its sphere of influence. The previously mentioned Costa Mesa Golf and Country Club is the only one of the three open to the public.

The 150-acre Orange County Fairgrounds is owned by the 32nd District Agricultural Association and as such, the City has limited land use control. The site is developed with an outdoor amphitheater, exhibit halls, and equestrian facilities. The Fair Board maintains a master plan which depicts the future development of the site.

LAND USE BALANCE

BALANCE OF LAND USES

Promoting a balance among the various land uses is one of the primary purposes of the Land Use Element. The diverse needs of the community require that land be designated for different uses in order to accommodate these needs. Human beings need places to live, work, shop, relax, and play. Providing sufficient quantities and locations of land for the various human uses and needs is a key ingredient of a functional urban environment.

HOUSING, POPULATION, AND EMPLOYMENT PROJECTIONS

Providing a land use arrangement that encourages a correlation of employment and housing opportunities is a local and regional responsibility. Providing sufficient commercial land to support residential development is primarily a local responsibility, although commercial uses which serve regional needs are provided as well. Sufficient land must also be established to meet the recreational needs of the local community, although regional needs are often accommodated by land within individual cities.

Table LU-3, *Population, Housing, and Employment*, presents historical data for Costa Mesa's population, number of housing units, and employment opportunities, and includes projections to the year 2020. The table is based upon OCP-2000 Projections. Data which is available for the 2000 Census, as of September 2001, has also incorporated in the Land Use and Housing Elements.

**TABLE LU-3
POPULATION, HOUSING, AND EMPLOYMENT**

	1980	1985	1990	2000¹	2020¹
Population	82,562	85,127	94,900	106,237	118,764
Housing	33,998	35,326	39,000	40,577	42,469
Employment	56,828	73,372	87,553	88,294	106,708
Notes:					
¹ OCP-2000 Projections, Center for Demographic Research, California State University, Fullerton.					

JOBS/HOUSING RELATIONSHIP

The City's current variety and distribution of land uses enables people to live near their jobs, to shop within a reasonable distance from their homes or work, to use recreational areas, and to conveniently carry out other daily activities. Information available from the 1990 Census indicates that 32 percent of the employees who reside in Costa Mesa also work in the City. An additional 51 percent work within 20 minutes of their homes.

The City recognizes the importance of providing both job and housing opportunities, and, therefore, this 2000 General Plan provides specific policies and actions to address this issue.

BALANCE OF INDUSTRIAL AND COMMERCIAL USES

Since 1980, the amount of commercial acreage has increased while industrial acreage has slightly declined.

Current marketplace interest is in high-tech business parks and is moving away from light manufacturing structures. The high-tech business park developments are often more similar to office uses than traditional manufacturing uses. This has significant implications for parking requirements and estimates of traffic generation and employment.

There is also increasing marketplace pressure to utilize industrial areas for commercial uses due to lower land costs, product costs, etc. If this trend continues, the balance between commercial and industrial uses could change significantly.

Costa Mesa has established commercial areas, notably along the major arterials, the South Coast Metro Area (north of the I-405), and the Redevelopment Area (in the vicinity of Harbor Boulevard and 19th Street), which could be negatively impacted by the expansion of commercial uses into industrial zones. If commercial users are allowed to use the less expensive industrial space, the commercial zones may then begin to deteriorate as vacancy rates in commercial buildings increase.

2.4 KEY ISSUES

Often, the full impacts of development are not felt until an area is built to or near the intensity/density capacity of the general plan. The different types of development issues, along with their impacts and appropriate mitigations, are discussed below.

RESIDENTIAL DEVELOPMENT ISSUES

Early subdivisions in Costa Mesa established patterns that markedly affect the design of current developments. Prior to the City's incorporation, much of the eastside and the westside south of Wilson Street were subdivided into parcels approximately 300 feet deep. Many lots were further divided, resulting in lot widths of 60 to 66 feet. Many of these lots were vacant for a number of years; development of others consisted mainly of single-family homes with large garden areas.

As Costa Mesa grew and development pressures increased, construction on these narrow, deep lots often took the form of multi-family apartments. A typical site plan consisted of a driveway along one side of the parcel, units on the other side, and little usable open space except for a small area at the rear of the lot. This development pattern decreased overall land use efficiency because of the need to provide separate driveway access to each parcel.

In the late 1970s, the problems associated with development of small, narrow, deep lots was officially addressed with the adoption of several specific plans. The specific plans encouraged lot consolidation by providing zoning incentives in the way of density increases.

The Placentia/Hamilton/Pomona/19th Street Specific Plan adopted in May 1979 allowed increased density on separate, smaller parcels if two or more parcels were developed as a single project. This unified development concept, illustrated in Exhibit LU-2, *Residential Lot Combination Opportunities*, permitted maintenance of separate ownerships while allowing the design flexibility of a larger site. The use of easements, deed restrictions, shared driveways, walkways, parking, and common open spaces give the impression of a single, unified development. Consistent architecture and landscaping themes also help to achieve the intent of lot combination.

Many of the constraints relating to narrow, deep lots also apply to small parcels. The same inefficiencies and hazards of multiple driveways also result. Of particular concern is the issue of constructing an additional unit while retaining the existing unit. The location of the existing unit severely constrains design and placement of the second unit.

Previous development standards establish 7,260 square feet for R2-MD as the minimum area for multi-family residential lots except individual lots within common-interest developments, known as small-lot subdivisions. Division of existing parcels according to this standard increases the number of subdivision-related development problems. To prevent continuation of this trend, minimum parcel area requirements for newly created multi-family lots was increased in 2001. For example, the Downtown Redevelopment Plan contains a minimum area requirement of 18,000 square feet for new multi-family parcels.

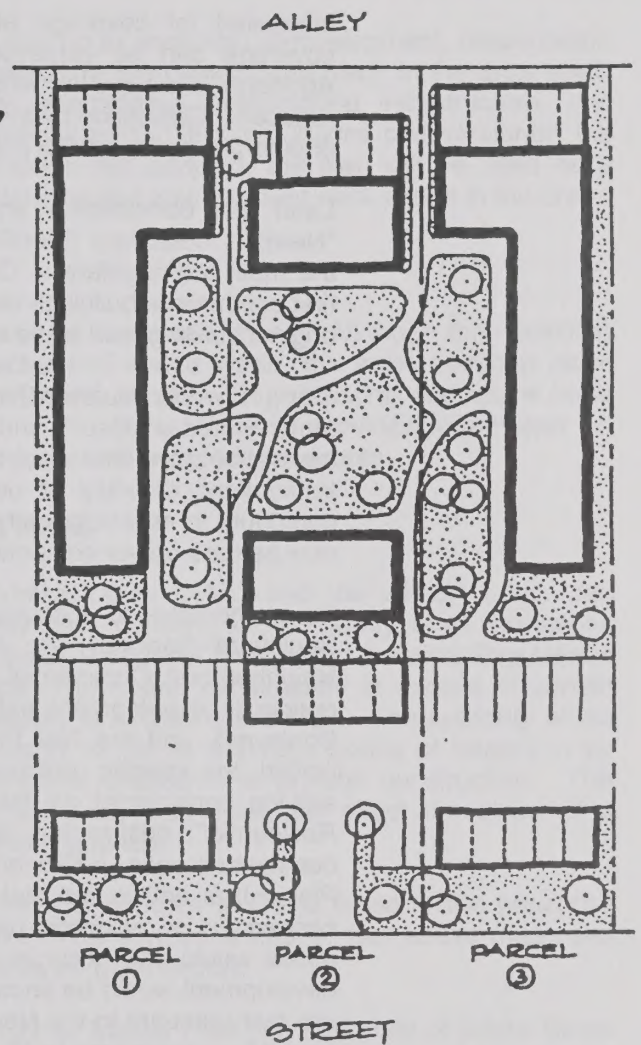
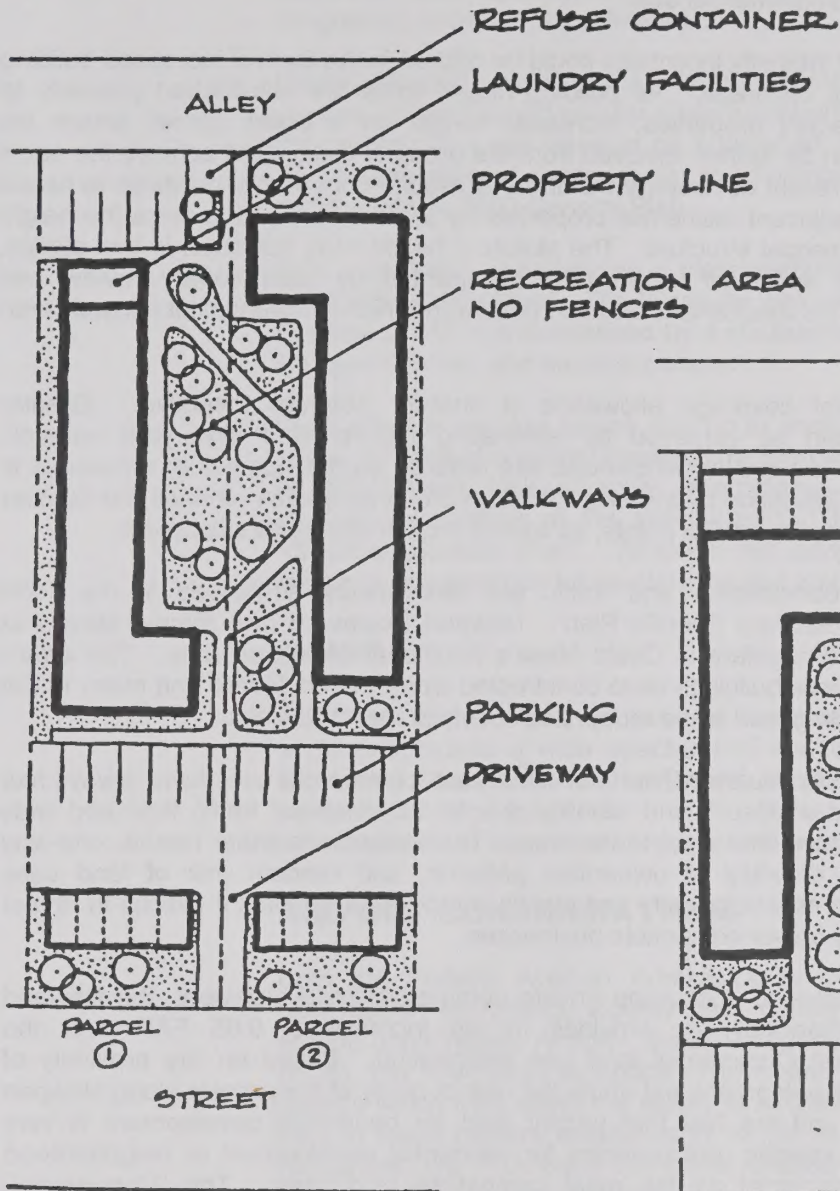
Common interest developments (i.e. an undivided interest in common in a portion of real property coupled with a separate interest in air space) also became popular in the 1970's. Since the mid- to late-1980's, small lot, single-family detached residential developments have become an emerging trend in homeownership. Along with the popularity of this type of housing has come a number of problems associated with individual lot sizes, building setbacks, building mass, neighborhood compatibility, and the provision of landscaping, open space and parking. Impacts to adjoining residential units often include decreases in natural light and fresh air as well as "overbearing" and "dwarfing" existing units.

Neighborhood compatibility issues surrounding small-lot residential developments occurring on long, narrow properties have intensified in recent years, especially throughout Costa Mesa's eastside. New development standards were created for small-lot subdivisions in 2001. These standards increased the minimum lot size and parking requirements for this type of development. Discretionary review and approval procedures were also added to ensure compatibility with the existing surrounding neighborhoods.

COMMERCIAL DEVELOPMENT ISSUES

Although most of the issues experienced with small parcels and narrow, deep parcels are related to residential development, a number of older commercial properties are subject to the same constraints. Most of the smaller commercial lots have been combined over the years to create larger building sites, but some,

RESIDENTIAL LOT COMBINATION OPPORTUNITIES



SEVERAL OF THE FACILITIES ILLUSTRATED AND OTHERS CAN BE SHARED, THUS FACILITATING A "UNIFIED DEVELOPMENT." THE CONCEPT IS FURTHER ENHANCED BY CONSISTENT ARCHITECTURE AND LANDSCAPING.

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EXHIBIT LU-2

mostly those developed in the City's early years, prior to incorporation, have substandard parking facilities. Along the east side of Newport Boulevard, many small parcels retain the original residential structures - some of which have been converted to commercial use.

Commercial intensity incentives could be offered in the form of increased building height or lot coverage. As building height limits are established primarily to protect adjacent properties, increased height on a larger parcel, where the structure can be further removed from the property line, would achieve the same purpose. Present development standards require commercial buildings to be set back from adjacent residential properties by a distance equal to twice the height of the commercial structure. The statutory height limit, however, is two stories, except that additional height may be granted by discretionary review and approval. This mechanism could be used to provide commercial lot consolidation incentives.

Increased lot coverage allowance is another potential incentive. Greater coverage can be achieved by eliminating the required side yard setback. Additional site planning efficiencies are realized as the number of driveways is reduced. Elimination of driveways through lot consolidation reduces the number of potential traffic conflict points, as well as improving on-site circulation.

Land use compatibility and traffic are also issues addressed in the 1996 "Newport Boulevard Specific Plan". Newport Boulevard has always served as the main thoroughfare in Costa Mesa's traditional downtown area. The area's first commercial buildings were constructed along the boulevard and many of the original buildings still stand today, particularly in the 1800 block.

Along Newport Boulevard, north of 19th Street, commercial uses have always had more limited exposure and visibility due to the one-way traffic flow and wide separation from land uses to the west. The boulevard's linear nature, one-way traffic flow, diversity of ownership patterns, and random mix of land uses contribute to its lack of unity and identity which in turn makes it difficult to attract new patrons and/or compatible businesses.

As an incentive to encourage private commercial redevelopment, the Newport Boulevard Specific Plan provides for an increase of 0.05 FAR over the Neighborhood Commercial land use designation. Based on the proximity of residential development that abuts the rear of many of the parcels along Newport Boulevard, and the fact that vacant land for residential development is very limited, the specific plan provides for residential development or neighborhood serving commercial as the most compatible land uses. The "Commercial-Residential" designation allows a complementary mix of residential and commercial uses, unlike any other land use designation in the 2000 General Plan. It is anticipated that individual parcels would be developed as either a commercial or residential use. A mix of both commercial and residential on one parcel would only occur in a Planned Development zoning district. Residential development would be encouraged provided that certain development standards are met pursuant to the Newport Boulevard Specific Plan. Density would range from 12 units per acre to 17.4 units per acre.

LAND USE COMPATIBILITY

As Costa Mesa continues to grow and to become more intensely urbanized, the potential for increased conflicts between existing and new land uses will also grow. The redevelopment of underutilized properties will continue to add more

intense uses to the existing land use mix as the availability of developable land decreases and property values increase. This will create an overall increase in population and employment and all of the associated impacts of traffic congestion, noise, public safety, etc.

Residential infill projects in the way of small lot subdivisions could have negative impacts on established smaller scale neighborhoods. The design quality of such subdivisions is a key issue to be addressed during the design review process. The preservation of stable, quiet, and homogeneous neighborhoods is a prime concern of this 2000 General Plan.

One area that is experiencing a disproportionate amount of land use conflict is "Westside" Costa Mesa. The Westside was among the earliest areas in the City to develop and is characterized by a considerable diversity of people, land uses, job opportunities, and housing choices.

In an effort to address issues relating to economic redevelopment, deterioration of the 19th Street corridor, incompatible land uses (particularly in the area south of 19th Street), lack of code enforcement, deteriorating infrastructure, and blighted appearance of the streetscapes, the City Council commissioned the "Westside Specific Plan". Although not adopted, the plan will be used as a resource document for future planning and improvement work efforts in the area.

NOISE

The Noise Element defines noise as unwanted sound. Although this definition could encompass a wide spectrum of sound types, the most common noise sources in Costa Mesa are traffic and aircraft. Thus, existing and future noise levels have been examined and the Noise Element provides information on community noise impacts and appropriate mitigation measures.

AIRPORT CONSIDERATIONS

Both the Federal Aviation Administration (FAA) and the Airport Land Use Commission for Orange County have concern for the safety of air navigation around John Wayne Airport. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights which may affect the safety of aircraft operations. The authority of the FAA in these matters extends only as far as issuing a notice of hazard to air navigation; the FAA does not have jurisdiction to prohibit construction. The issuance of a hazard notice, however, may adversely affect the ability of a developer to obtain financing and insurance.

The FAA standard that is of most of concern in Costa Mesa is the horizontal surface for John Wayne Airport. This surface is 203.68 feet above mean sea level and extends nearly two miles from the airport.

The South Coast Plaza Town Center Master Plan (the area east of Bristol Street and north of the I-405) was approved subject to the condition that building height be limited to that specified by FAR Part 77 unless evidence is presented that the structure will not pose a hazard to air navigation nor interfere with instrument guidance systems. Evidence may be in the form of an FAA determination of no hazard or a study by a qualified aviation consultant that has been certified by the FAA.

A number of Town Center structures have received City approval although they encroach beyond the established horizontal surface elevation. In all cases obstruction lighting was required, and in some cases minor adjustments to seldom-used flight patterns were necessitated, but the safety of aircraft operations in the airport vicinity has not been compromised.

The horizontal surface established by the FAA places restrictions on future development proposals similar in scale to the Town Center buildings. These developments will also be required to provide mitigation for potential hazards to air safety.

The California Public Utilities Code provides for creation of countywide commissions to work towards achieving compatible land uses in the vicinity of airports. Commissions are required to formulate comprehensive land use plans which may include acceptable uses, height restrictions, and other building standards, such as noise insulation. The Airport Land Use Commission for Orange County (ALUC) has established a planning area surrounding John Wayne Airport which sets forth standards for acceptable land uses and provides for review of development plans for properties within its planning area.

The Airport Environs Land Use Plan, adopted by the Airport Land Use Commission, specifies acceptable uses proximate to the airport. These are defined as uses that will not subject people to adverse noise impacts, will not concentrate people in areas with high potential for aircraft accidents, and will not adversely affect navigable airspace or aircraft operations. Due to the small number of off-airport accidents in the history of John Wayne Airport, the ALUC has not found it necessary to designate an accident potential zone.

The City of Costa Mesa is opposed to any expansion of operations at John Wayne Airport due to noise impacts to existing residential uses, as well as air quality, traffic, and economic impacts to potentially displaced businesses.

LAND AVAILABILITY

In 2000, only a small portion of the land (213 acres) within the City and sphere of influence was vacant and ready for development (refer to Exhibit LU-1, *Vacant Land*). The limited amount of vacant land results in an increased demand for redevelopment of existing properties. This trend is not new in Costa Mesa, and the extent of private redevelopment can be expected to increase.

In considering future general plan amendments, attention must be given to potential impacts on existing development and impacts on the character of neighborhoods. Methods to promote the orderly transition of areas to other uses or densities should be developed. Such methods could be in the form of zoning regulations or specific plans. Similar methods may also be applicable to promote the retention of historic structures, rental housing, mature vegetation, and other existing socially or environmentally significant components of a neighborhood.

REDEVELOPMENT

Many factors - physical, economic, and social - contribute to the need for redevelopment. The most obvious indicators are the visual and economic effects of deteriorating properties due to age and/or lack of maintenance, declining property values, high business turnover rates, declining sales activity, or high vacancy rates. Usually, the physical impacts can be mitigated by appropriate

repair and rehabilitation, but occasionally, when combined with other economic constraints, complete removal of the structures and redevelopment of the site is the most economically feasible approach.

The City adopted the Redevelopment Plan for the Downtown Redevelopment Project (Project Area No. 1) on December 21, 1973. During the first decade of the Redevelopment Plan, activities centered around public improvements within Lions Park, including construction of a fire station and neighborhood community center. Across from the park, a 75-unit privately owned apartment complex for low- and moderate-income senior citizens was built. Since 1980, street improvements including realignment of 17th Street, widening of 19th Street, and Harbor Boulevard redesign and construction, have been completed. The Pacific Savings Plaza was completed in 1982, and the retail and office complex known as the Costa Mesa Courtyards was constructed in 1985. Façade improvements for 26 store fronts were completed in 1986. In 1989, a 185,000 square foot multi-level center (Triangle Square) was completed.

The role of the City in redevelopment may take the form of providing incentives or assistance for private redevelopment, providing stimuli to spark private improvement activities, or becoming actively involved in associated public development or redevelopment projects.

INCENTIVES

The primary incentive the City can offer to encourage private redevelopment is flexible land use regulations such as increased density, increased lot coverage and height or relaxed parking standards. Incentives can be used not only to encourage redevelopment of existing properties, but also to influence the type and design of new development. An example is the flexible setback standards for new commercial development in the Newport Boulevard Specific Plan area.

The most obvious incentive for the recycling of existing structures is economic savings to the developer. The City might add to this incentive by waiving or reducing development fees. Again, the reduced traffic impact fee schedule for projects in the Newport Boulevard Specific Plan area is an example.

Financial assistance to owners of properties in need of rehabilitation may ease the burden of making the necessary improvements. Since 1975, Costa Mesa's applications for Community Development Block Grants, under the Federal Housing and Community Development Act of 1974, have included programs of grants and low-interest loans for rehabilitation of low- and moderate-income owner-occupied housing units. Low-interest loans for owner/investors of rental housing are also available when a majority of tenants are low- and very low-income.

STIMULI

The upgrading of public facilities can also act as a stimulus to new development or private property improvement. Paving of streets and alleys; installation of landscaped medians, parkways, curbs, gutters, and sidewalks; correction of drainage problems; construction of parks; construction of public parking facilities and upgrading or undergrounding of utility services do much to improve the image of a community. As the image of an area is elevated, the level of pride and interest is also raised, and this is often reflected in higher levels of property maintenance and increased improvement activity. The City should remain vigilant for opportunities to upgrade public facilities to stimulate private property improvement.

PUBLIC SECTOR REDEVELOPMENT

Local governments are authorized to create redevelopment agencies and redevelopment project areas under §33000 et seq. of the California Health and Safety Code (Community Redevelopment Law). Redevelopment areas as defined by the declaration of State policy must be designated on the basis of being blighted.

The concept of redevelopment is based on the premise that public participation and assistance are necessary in order to correct the blighting influences and obsolete and inefficient development and ownership patterns of older communities. The function of redevelopment offers a variety of ways to solve the development problems of otherwise undevelopable properties.

In the early 1970's, concern began to grow about the physical, economic, and social condition of Costa Mesa's traditional "downtown". The area is identified by the intersection of the two most heavily traveled streets in the City: Harbor Boulevard and Newport Boulevard.

As one of the oldest parts of Costa Mesa, the downtown area contained commercial and residential properties in declining condition. The large number of small, separately owned parcels made private assembly of land difficult.

Because the problems of the area were not likely to be solved by private development, the City adopted the Redevelopment Plan for the Costa Mesa Downtown Redevelopment Project (Project Area No.1) on December 21, 1973 (see Exhibit LU-3).

In 1983, the Redevelopment Agency requested that a panel of members of the Urban Land Use Institute (ULI) help to identify a redevelopment strategy for Project Area No. 1. The panel concluded that the "downtown" area needed a strong retail core with medium-density residential use surrounding the service and retail activities. To achieve tangible results, the ULI panel recommended giving high priority to expansion and development of a "superblock" area.

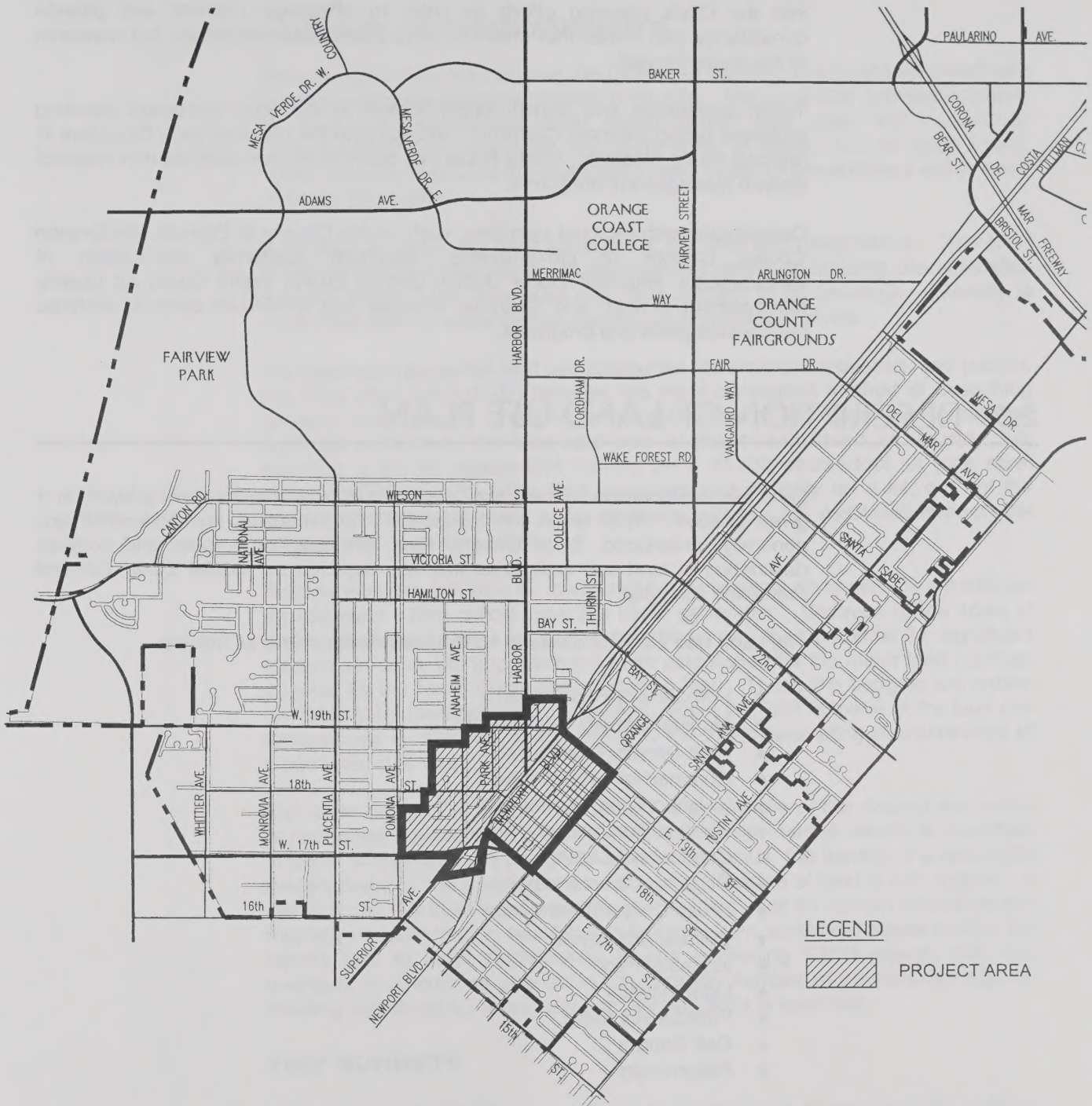
The Costa Mesa Courtyards, Triangle Square, Parcel "A", and Borders Books are projects which were developed to fulfill this recommendation.

COMMUNITY DESIGN

In recent years, the City Council has expressed concern with the aesthetic qualities of the community. Some areas are experiencing a significant amount of blight while others lack a clear identity to distinguish them from other areas of the City. Neighborhoods should be unified through design to achieve "cohesiveness." Roadways are challenged by sign clutter, commercial strip development, blank walls, and the absence of streetscape amenities and landscaping.

As a result of the Council's concern, a Community Design Element of the 2000 General Plan was created to provide for the promotion of quality design and construction for buildings, structures, paths, districts, nodes, landmarks, natural features, and significant landscaping. The Community Design Element of the 2000 General Plan strives to establish a strong visual image for the community that emphasizes quality design, compatibility in form and scale, and the incorporation of significant landscaping.

DOWNTOWN REDEVELOPMENT PROJECT AREA



SCALE: 1"=3500'

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EXHIBIT LU-3

REGIONAL PLANNING

Regional planning issues play an important role in local-level planning within the City of Costa Mesa. Region-wide issues such as transportation, air quality, growth management, affordable housing, and open space must be integrated into the City's planning efforts in order to effectively address and provide consistency with issues that effect not only Costa Mesa residents, but residents of the region as well.

Traffic congestion and transportation is one of the most important planning problems facing southern California. Recognizing the role that each City plays in regional traffic problems, Costa Mesa has been an active participant in regional Growth Management programs.

Coordination with regional agencies, such as the County of Orange, the Orange County Council of Governments, Southern California Association of Governments, Regional Water Quality Control Board, South Coast Air Quality Management District, and Caltrans, ensures that local-level policies reinforce region-wide goals and programs.

2.5 DESCRIPTION OF LAND USE PLAN

Land use designations indicate the type and nature of development allowed in a given location. While terms like "residential", "commercial", and "industrial" are generally understood, State General Plan law requires a clear and concise description of land use categories that are depicted on Exhibit LU-4, *General Plan Land Use Map*.

The Land Use Element contains 15 land use designations as follows:

- ◆ Low-Density Residential
- ◆ Medium-Density Residential
- ◆ High-Density Residential
- ◆ Commercial – Residential
- ◆ Neighborhood Commercial
- ◆ General Commercial
- ◆ Commercial Center
- ◆ Regional Commercial
- ◆ Urban Center Commercial
- ◆ Cultural Arts Center
- ◆ Industrial Park
- ◆ Light Industry
- ◆ Public/Institutional
- ◆ Golf Course
- ◆ Fairgrounds

These are also shown later in this element in Table LU-9, *General Plan/Zoning Relationships*, along with their corresponding zoning districts.

GENERAL PLAN LAND USE MAP

The General Plan Land Use Map (Exhibit LU-4) indicates the location of the land use designations within the City and its Sphere of Influence. Copies of the General Plan Land Use Map may be obtained from the Planning Division.

LAND USE INTENSITY/DENSITY

State General Plan law requires the Land Use Element to indicate the maximum building intensities/densities allowed in the City. The Land Use Element contains 15 land use designations; each allows certain land uses and establishes corresponding intensity/density standards (refer to Table LU-1 on page LU-3). Table LU-1 also includes the expected overall levels of development within each land use designation.

A number of terms are used to describe the land use designations. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk, floor area ratio, and percent of lot coverage. Intensity is most often used to describe non-residential development levels.

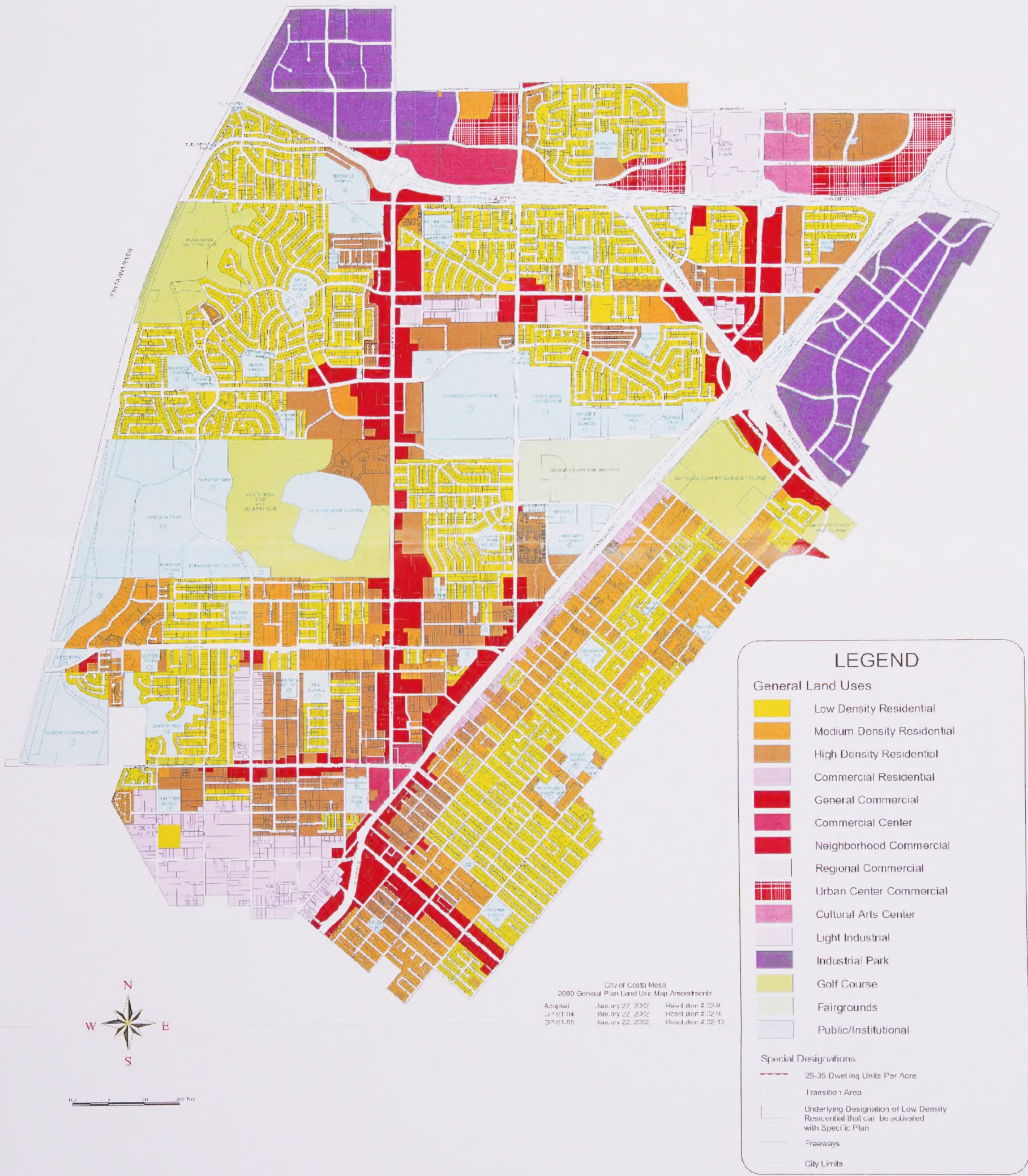
For most non-residential land use categories (commercial, industrial, and public), the "floor area ratio" (FAR) provides the most convenient method of describing levels of development. The FAR is the relationship of total gross floor area of all buildings on a lot to the total land area of the lot expressed as a ratio. For example, a 21,780 square-foot building on a 43,560 square-foot lot (one acre) yields an FAR of 0.50. The FAR describes use intensity on a lot, but not the actual building height, bulk, or lot coverage. These are regulated through the zoning code or specific plans.

Building intensity can also be measured by the impacts generated by a particular development. One critical impact is traffic generation. Because of the scale of major development sites in North Costa Mesa and their potential for significant traffic generation, trip budgets have been established for the major land holdings covered by the North Costa Mesa Specific Plan. These trip budgets are shown on Table LU-7 (see following discussion). Also, the FAR in many of the land use designations is "stepped" in correlation to the traffic-generating characteristics of a particular land use.

The term "density," in a land use context, is a measure of the desired population or residential development capacity of the land. Residential density is described in terms of dwelling units per gross acre (du/ac); thus, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5.0 du/acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in size (square footage) from small apartments at 400-500 square feet to large single-family homes exceeding 5,000 square feet. For purposes of calculating population, an average number of persons per acre or dwelling unit for all types and sizes of dwelling units is assumed.

TRIP BUDGETS

The concept of regulating development potential in terms of both building intensities and trip generation limits was first used to control major developments within the Regional Commercial and Urban Center Commercial designations in the mid-1980s. The thought behind this concept was to design a combination of



January 22, 2002

freeway access improvements and local arterial improvements and to allocate development rights to the major landholdings in northern Costa Mesa based upon land use intensities which could be accommodated by the planned improvements. These major landholdings include the Industrial Park portion of Segerstrom Home Ranch, Metro Pointe, South Coast Plaza, South Coast Plaza Town Center, South Coast Metro Center and the currently undeveloped portions of Sakioka Farms.

Because of the unique combination of uses at the Orange County Fairgrounds and Exposition Center, special trip generation rates were established for the Fairgrounds. With this special rate and the overall community concern over the impacts of the operation of the facility, a trip budget has also been established for the Fairgrounds classification.

The trip budget is expressed in terms of morning (AM) and afternoon (PM) peak hour traffic volumes. The trip budget for each of the major landholdings is based upon the general office trip rates and office FAR standard as used in the Costa Mesa Traffic Model prepared for this 2000 General Plan; the Regional Commercial, Urban Center Commercial and the Fairgrounds classification are described in the Land Use Classifications portion of this element. The trip budget for the Fairgrounds and the Industrial Park portion of Segerstrom Home Ranch are also based on assumptions from the 2000 General Plan Traffic Model.

The allowable floor area ratios and trip budgets shall be applied on a project-planning rather than parcel-specific basis. This approach will allow consideration of multi-phased or multi-lot projects as a whole development rather than individual pieces of the whole. An example would be a commercial condominium subdivided as a planned unit development where each building is located on a separate lot which conforms to its building footprint and where the parking and landscaped areas are located on common lots. In this example, the individual building lots would have a floor area ratio of at least 1.00 FAR, but the overall project (individual building lots and all common lots) would meet the allowable floor area ratio building intensity standard for the given land use classification. However, the rates could be applied at a parcel-specific level if the project is or can be developed on a single lot and not subdivided at a later date.

Subdivisions of existing developments or projects shall not cause the development to become nonconforming or, if already nonconforming, shall not make the development more nonconforming with respect to the density and intensity standards for the land use designation in which the project is located unless binding agreements restricting development of the newly created parcel(s) are recorded as a part of the subdivision.

TRIP BUDGET TRANSFERS

The trip budgets established at the Traffic Analysis Zone (TAZ) level in the Costa Mesa Traffic Model can also be combined or transferred between TAZs in a specified area of the City and under certain conditions to account for large master planned developments which contain multiple TAZs. Likewise, trips can be combined or transferred between individual parcels within single TAZs. Combinations and/or transfers shall only be allowed for projects which meet the following conditions:

- ◆ The combination and/or transfer of trips shall only be allowed in the area of the City that is north of the I-405 and east of Harbor Boulevard, and shall be limited to parcels within a one mile radius of each other.

- ◆ Trip budget transfers shall be evaluated in the review and approval of a planned development or master plan projects. Sufficient conditions of approval shall be applied to the master plan or development plan to ensure long-range control over subsequent phases of development.
- ◆ The combination and/or transfer of trips shall not result in any greater impacts on the surrounding circulation system than would occur if each Traffic Analysis Zone was developed independently.
- ◆ For the combination and/or transfer of trips between TAZs, such combination and/or transfer of trips shall not exceed the total trip budget of all parcels involved if each were developed independently according to the floor area ratio and trip generation rates provided herein.
- ◆ The combination and/or transfer of trips shall not allow development intensities which result in abrupt changes in scale or intensity within the project or between the project and surrounding land uses.
- ◆ Approval of the master plan or development plan shall be conditioned to ensure compliance with the above criteria and to preclude future over-development on portions of the project or properties from which trips were transferred.
- ◆ Trip budget transfers shall be recorded against the properties.

DEFINITIONS

The following definitions and interpretations shall be used to implement this portion of the General Plan Land Use Element:

Effective Trip Generation shall mean the AM and PM peak hour traffic volumes generated onto the public streets by a specific project proposal.

Floor Area Ratio shall mean the gross floor area of a building or project divided by the project lot area upon which it is located.

Gross Floor Area shall mean the total building area of all floors within the walls of all structures except elevator and other vertical shafts (including stairwells) and elevator equipment areas. Parking structures shall not be considered building area for the purposes of calculating allowable floor area ratios.

Peak Hour shall mean the hour during the AM peak period (typically 7:00 a.m. – 9:00 a.m.) or the PM peak period (typically 3:00 p.m. – 6:00 p.m.) in which the greatest number of vehicle trips are generated by a given land use or are travelling on a given roadway.

Project Lot Area shall mean the total area of a project after all required dedications or reservations for public improvements, including but not limited to streets, parks, schools, flood control channels, etc., unless otherwise noted in this 2000 General Plan.

Project shall mean a development proposal submitted under a single ownership or control at the time of the initial plan submittal and approval. A project may be subdivided or developed in phases by subsequent multiple owners. However,

the initial building intensity established by the initial project approval shall be maintained throughout the development of the entire project.

Trip shall mean a one-way vehicular journey either to or from a site, or it may be a journey totally within the site. The latter is usually referenced to as an internal trip. Each trip will have two trip ends, one at the beginning and the other at the destination.

Trip Budget shall mean the maximum number of AM and PM peak hour trips allocated to a project site. The trip budget shall be derived by multiplying the project area by the allowable floor area ratio and by the AM and PM peak hour trip generation rates for the applicable land use classification.

Trip Rate shall mean the anticipated number of trips to be generated by a specific land use type or land use classification. The trip rate shall be expressed as a given number of trips for a given unit of development intensity (i.e., trip per unit, trip per 1,000 sq.ft., etc.). Trip rates used in the calculation of trip budgets under the provisions of this section of the Land Use Element shall be those rates established by City Council resolution. Trip rates for determining Low, Moderate and High Traffic uses are those contained in the 4th Edition Trip Generation Manual published by the Institute of Transportation Engineers (ITE).

LAND USE DESIGNATIONS

RESIDENTIAL

Costa Mesa's 3,865 residential acres are divided into the Low-, Medium-, and High-Density Residential designations.

Low-Density Residential

Low-Density Residential areas generally are intended to accommodate single-family residences on their own parcels. Other housing types include attached housing that provide a greater portion of recreation or open space than typically found in multi-family developments, and clustered housing which affords the retention of significant open space. Low-Density Residential areas are intended to accommodate family groups and outdoor living activities in open space adjacent to dwellings. In order to avoid land use conflicts, these areas should be located away from or protected from the more intense non-residential areas and major travel corridors. The density for this land use designation shall be up to eight units to the acre. At an average household size of 2.74 persons per dwelling unit, the projected population density within this designation would be up to 21.9 persons per acre.

Costa Mesa contains seven distinct residential neighborhoods: 1) Eastside, 2) Westside, 3) Mesa Verde, 4) College Park, 5) North Costa Mesa/Mesa Del Mar/Halecrest Hall of Fame, 6) Bristol/Paularino, and 7) South Coast/Wimbledon Village. These existing, stable single-family neighborhoods should be preserved and maintained. The establishment of attached or clustered housing through the planned development concept can be allowed in appropriate Low-Density Residential areas as a means to encourage the consolidation of parcels or to make more efficient use of larger parcels.

As the majority of land for Low-Density Residential use has become fully developed, future large scale single-family tract development is precluded. It can be expected that larger single-family lots will be proposed for subdivision in the

future. Planned developments near the maximum density may also become more common, perhaps through combination of parcels and replacement of single-family development.

Non-residential uses that complement and serve the surrounding residential neighborhood are also appropriate within this designation. These uses typically include schools, parks, churches, libraries, and public facilities. Additional uses authorized by State law, such as group residential facilities, accessory apartments, granny flats, and family day care homes are also appropriate.

Compatible zoning districts include R1, PDR-LD, I&R, and I&R-S.

Medium-Density Residential

The Medium-Density Residential designation is intended for single- and multi-family developments with a density of up to 12 units to the acre. The 12 units to the acre standard can be exceeded for legal, non-conforming Medium-Density Residential lots of a certain size that existed as of March 16, 2000. These lots must be less than 7,260 square feet in size, but not less than 6,000 square feet. On lots that have a density calculation fraction equal to or greater than 1.65 units per acre, two units may be constructed.

The 12 dwelling units per acre standard is exceeded by approximately 53 percent of the existing Medium-Density development. Existing non-conforming units, that are voluntarily destroyed, may be rebuilt to the same density, subject to other standards of the zoning code and the following: the allowable density or number of units to be redeveloped is limited to the 2000 General Plan density plus a 25 percent density incentive bonus or the existing number of units, whichever is less.

At an average household size of 2.74 persons per dwelling unit, the projected population density within this designation would be 32.9 persons per acre.

Density bonuses may be granted when a project is designed to provide housing for households with specialized requirements (e.g., senior citizens, handicapped, very-low and low-income, and other households with needs not sufficiently accommodated by conventional housing). Density bonuses that result in the project's density to exceed the General Plan standard are limited to affordable senior citizen projects.

The type of development in this designation is generally less oriented to outdoor living activities and is thus more tolerant to impacts that might adversely affect low-density residential development. Although still susceptible to the impacts caused by more intense uses and noise, a Medium-Density Residential development has greater potential to provide mitigation through visual and acoustical shielding. Areas for Medium-Density Residential use can be established closer to potentially disparate uses than can Low-Density Residential, providing the potential impacts are not of a severity that precludes mitigation.

Because of the location and intensity of development, Medium-Density Residential areas are also appropriate for quasi-residential uses such as convalescent hospitals and group residential homes. Schools, churches, parks, libraries, and related public facilities are also appropriate.

Complementary commercial uses within this designation may be allowed in planned development projects provided that the commercial uses will have floor area ratios that are the same as the Neighborhood Commercial land use designation.

Medium-Density Residential areas are distributed throughout the City. The main concentration is located southeast of Newport Boulevard between Mesa Drive and 19th Street; northwest of Orange Avenue; southeast of Orange Avenue between 16th and 18th Streets; and between Santa Ana and Irvine Avenue north of Santa Isabel.

Compatible zoning districts include R1, R2-MD, PDR-MD, I&R, and I&R-S.

High-Density Residential

Areas designated as High-Density Residential are intended for residential development with a density of up to 20 units to the acre with the exception of Sakioka lot 1, discussed in the following paragraph. Density bonuses may be granted by the City when a project is designed to provide housing for individuals and families with specialized requirements (e.g., senior citizens, handicapped, very-low and low-income and other households with needs not sufficiently accommodated by conventional housing). Density bonuses that result in the project's resulting density to exceed the 2000 General Plan standard are limited to affordable senior citizen projects.

Sakioka lot 1, a 41-acre vacant parcel, located in the Town Center area of the City adjacent to Anton Boulevard, has a higher density limit of 25 to 35 units to the acre. The upper limit of 35 units per acre shall include any density bonus.

The maximum density of 20 dwelling units per acre is exceeded by approximately 46 percent of existing High-Density development. Existing non-conforming developments, that are voluntarily destroyed, may be rebuilt to the original density subject to other standards of the zoning code and the following: the allowable density or number of units to be redeveloped would be limited to the 2000 General Plan density plus a 50 percent density incentive bonus or the existing number of units, whichever is less.

With an average household size of 2.74, the projected population density within this designation would be 54.8 persons per acre.

High-Density areas should be located in proximity to transportation routes, especially those served by public transit, and also within convenient distances to shopping and employment centers. Although proximity to the above uses and transportation routes often results in a residential development being subject to adverse impacts, High-Density Residential development can be less susceptible to impacts than lower densities if visual and acoustical shielding techniques are incorporated into the project.

In addition to the above locational preferences, viable High-Density development is also dependent upon site characteristics. A site should be of appropriate size and dimension before the higher densities within this designation are allowed.

Because of their location and intensity of development, High-Density Residential areas are also appropriate for quasi-residential uses (e.g., convalescent hospitals, and group residential homes). Schools, churches, parks, libraries, and related public facilities are also appropriate.

Complementary commercial uses within this designation may be allowed in planned development projects provided that the commercial uses will have Floor Area Ratios that are the same as the Neighborhood Commercial land use designation.

Major High-Density neighborhoods are clustered around Orange Coast College; along Mesa Verde Drive East; between Adams and Harbor; around Vanguard University; in the northeast portion of the South Coast Metro area; in the Downtown Redevelopment area; and the southeast portion of the City.

Compatible zoning districts include R2-MD, R2-HD, R3, PDR-HD, PDR-NCM and I&R, and I&R-S.

COMMERCIAL

Seven commercial land use designations are applied throughout the City. These designations vary in location and intensity in order to accommodate the full range of commercial activity present in Costa Mesa. Development "intensity" potential is measured/prescribed using Floor Area Ratios in relation to the amount of traffic expected.

Employment generation for commercial uses varies dependent upon the specific use within the commercial designations. Population density standards range from 1 employee/300 square feet for office uses to 1 employee/500 square feet for retail shopping center uses. Employment generation rates for a variety of commercial uses are provided in Table LU-5.

Commercial Designations

Graduated floor area ratio standards divide commercial uses into four broad categories based upon their traffic generation characteristics. The following table and text lists and describes these standards.

**TABLE LU-4
COMMERCIAL BUILDING INTENSITY STANDARDS**

Land Use Designation	Very Low Traffic FAR	Low Traffic FAR	Moderate Traffic FAR	High Traffic FAR
Commercial –Residential	NA	0.40	0.30	0.20
Neighborhood Commercial	0.75	0.35	0.25	0.15
General Commercial	0.75	0.40	0.30	0.20
Commercial Center	0.75	0.45	0.35	0.25
Regional Commercial	a.	a.	a.	a.
Urban Center Commercial	b.	b.	b.	b.
Cultural Arts Center	c.	c.	c.	c.
Notes: a. 0.652/0.89 FAR. Refer to Regional Commercial discussion. b. 0.50 FAR for Retail, 0.60 FAR for Office, 0.79 FAR for S.C. Metro Center. Refer to Urban Center Commercial discussion. c. 1.77 FAR. Refer to Cultural Arts Center discussion.				

The Very-Low Traffic category allows commercial uses with daily trip generation rates of less than 3 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include mini-warehouse developments.

The Low Traffic category allows commercial uses with daily trip generation rates between 3 and 20 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include general offices, hospitals, motels, hotels, and furniture stores.

The Moderate Traffic category allows commercial uses with daily trip generation rates of between 20 and 75 trip ends per 1,000 square-feet of floor area. Allowable uses within this standard include general retail uses, car dealers, medical and government offices, auto repair, and dry cleaners.

The High Traffic category allows commercial uses with daily trip generation rates in excess of 75 trip ends per 1,000 square-feet of floor area. Allowable uses in this category include restaurants, convenience markets, service stations, and banks.

**TABLE LU-5
SELECTED EMPLOYMENT GENERATION RATES/POPULATION DENSITY
STANDARDS FOR COMMERCIAL AND INDUSTRIAL USES**

Commercial Uses	Generation Rate/Population Density Standard
General Retail	1 Employee/450 Square Feet ¹
Restaurant	1 Employee/450 Square Feet
Service Uses	1 Employee/333 Square Feet ¹
Corporate Headquarters	1 Employee/337 Square Feet ²
Office	1 Employee/300 Square Feet ²
Retail Shopping Center	1 Employee/500 Square Feet ¹
Hotel	1 Employee/2.5 Rooms
Performing Arts Theatre	1 Employee/2,500 Square Feet
Industrial Uses	Generation Rate/Population Density Standard
Light Industry	1 Employee/470 Square Feet ²
Industrial Park	1 Employee/420 Square Feet ²
Office	1 Employee/300 Square Feet ²
Warehouse	1 Employee/750 Square Feet
Manufacturing	1 Employee/300 Square Feet

Notes:
¹ Accounts for net leasable area (10% discount from gross floor area).
² Accounts for 8% assumed future vacancy rate.

Commercial-Residential

The Commercial-Residential designation is intended to be applied to a limited area on the eastside of Newport Boulevard between Walnut Street and Mesa Drive. It is the intent of this land use designation to allow a complementary mix of commercial and residential zoning along Newport Boulevard. It is anticipated that individual parcels will be developed as either a commercial or residential use. A mix of both commercial and residential uses on one parcel should only be allowed as a Planned Development.

Residential development is encouraged provided that certain development standards are met pursuant to the adopted Newport Boulevard Specific Plan. Residential Density ranges from 12 units per acre to 17.4 units per acre. Using average household size data from the 1990 census, the projected population density in residential developments would be up to 44 persons per acre. It will be

necessary to ensure adequate buffering between the residential development and non-residential uses.

It is also the intent of this land use designation to allow commercial uses which serve and complement the residential neighborhoods to the east and within the specific plan area. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments and support office uses. Restaurants and residency hotels such as single-room occupancy (SRO) hotels may be appropriate if properly located to avoid adverse impacts to the surrounding residential areas.

Population densities in commercial development within the Commercial-Residential designation are largely a factor of the employment-generating ratios of the uses permitted. Table LU-5 identifies the ratios used to estimate employment projections throughout this plan. The standard mix of uses in this designation would generate an average population density of 27 employees per acre. A development that consisted of office use only would require up to 60 employees per acre. Residency hotels, such as single room occupancy (SROs), may have resident populations of up to 117 persons per acre.

Institutional uses are also appropriate in this designation, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require discretionary approval.

Allowable floor area ratios are 0.20 for high traffic generating uses, 0.30 for moderate traffic generating uses, and 0.40 for low traffic generating uses as shown on Table LU-4.

Residential and non-residential uses may be integrated into a single development through the Planned Development process. Residential densities in planned development projects shall not exceed 17.4 units per acre pursuant to the development standards in the Newport Boulevard Specific Plan. Non-commercial uses would be subject to the same floor area standards as commercial uses in this designation.

Compatible zoning districts include AP, CL, C1, P, PDC, R2-MD, R2-HD, PDR-MD, and PDR-HD.

Neighborhood Commercial

The Neighborhood Commercial designation is intended to serve convenience shopping and service needs of local residents. Appropriate uses include markets, drug stores, retail shops, financial institutions, service establishments and support office uses. Restaurants, hotels and motels, and residency hotels such as single room occupancy (SRO) hotels may be appropriate if properly located, designed, and operated to avoid adverse impacts to surrounding uses. Since Neighborhood Commercial uses are intended to serve nearby residential neighborhoods, the uses permitted should be among the least intense of the commercial uses.

Allowable floor area ratios are 0.15 for high traffic generating uses, 0.25 for moderate traffic generating uses, 0.35 for low traffic generating uses, and 0.75 for very-low traffic generating land uses. See Table LU-4.

Population densities in the Neighborhood Commercial designation are largely a factor of the employment-generating ratios of the uses permitted. Table LU-5

identifies the ratios used to estimate employment projections within this land use designation. Typically, the building intensity range of this designation would generate a corresponding population density of 23 employees per acre for a standard mix of uses. A development that consisted of office use only would require up to 51 employees per acre. SRO hotels would have resident population of up to 105 persons per acre.

The Neighborhood Commercial developments are found at several intersections found throughout the City. The main concentration of these developments are found at the intersections of Baker Street and Fairview Road and Victoria Street and Placentia Avenue.

Compatible zoning districts include CL, C1, PDC, AP, and P.

General Commercial

The General Commercial designation is intended to permit a wide range of commercial uses which serve both local and regional needs. These areas should have exposure and access to major transportation routes since significant traffic can be generated. General Commercial areas should be insulated from the most sensitive land uses, either through buffers of less sensitive uses or on-site mitigation techniques. The most intense commercial uses should be encouraged to locate on sites of adequate size to allow appropriate mitigation. Appropriate uses include those found in the Neighborhood Commercial designation plus junior department stores and retail clothing stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments.

In the General Commercial designation, the allowable floor area ratios (FAR) are 0.20 for high traffic generating uses, 0.30 for moderate traffic generating uses, 0.40 for low traffic generating uses, and 0.75 for very low traffic generating uses (see Table LU-4). Development within this range would typically result in combinations of one- and two-story commercial buildings. Buildings in excess of two stories may be permitted in select areas where the additional height would not impact surrounding uses.

Because of the wider range of uses and more building intensity permitted in the General Commercial designation, the population density within this designation will also be more intense than that found in the Neighborhood Commercial designation. The standard mix of uses in this designation would generate an average population density of 27 employees per acre. A development that consisted of office use only would require up to 60 employees per acre. Residency hotels such as single room occupancy (SRO) hotels may be located in the General Commercial district. These hotels would have resident populations of up to 117 persons per acre.

Institutional uses are also appropriate in the General Commercial designation, provided that land use compatibility and traffic issues have been addressed. Institutional uses would require a discretionary approval.

As complementary uses, residential and other noncommercial uses may be allowed through the Planned Development process. Residential densities in planned development projects shall not exceed 20 dwelling units per acre. The corresponding population density is up to 50 persons per acre. Noncommercial uses would be subject to the same floor area standards as commercial uses in this designation.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) are most appropriately located in the Industrial Park and Light Industry land use designations; however, a facility with a purpose and scale of operation that is compatible with this commercial designation may be allowed pursuant to the issuance of a conditional use permit.

General Commercial developments are mainly located along major arterials such as Harbor Boulevard, East 17th Street and Bristol Street south of the I-405 and SR-55.

Compatible zoning districts include CL, C1, C1-S, C2, PDC, AP, and P.

Commercial Center

The Commercial Center designation is intended for large areas with a concentration of diverse or intense commercial uses serving local and regional needs. Appropriate uses include a wide variety and scale of retail stores, professional offices, restaurants, hotels and theaters. Intense service uses, such as automobile repair and service, should be discouraged. Because of the large service area, direct access to major transportation corridors is essential.

Development within this designation is intended for a variety of intensities ranging from one- to four-story buildings. The allowable floor area ratios are 0.25 for high traffic generating uses, 0.35 for moderate traffic generating uses, 0.45 for low traffic generating uses, and 0.75 for very-low traffic generating uses.

In conjunction with approval of Home Ranch Alternative A, a site-specific FAR of 0.41 was established for the 17.2-acre IKEA site. (IKEA is a large retail/warehouse use.) This property is located at the southeast corner of South Coast Drive and Harbor Boulevard. A trip budget of 43 AM peak hour trips and 431 PM peak hour trips was also adopted for the IKEA site. A maximum allowable FAR of 0.40 for office uses was also established for the remaining 45.4 acres located south of South Coast Drive. The combined trip budget for this site and the 14.5-acre Industrial Park parcel located to the north of South Coast Drive is 1,593 AM peak hour trips and 1,569 PM peak hour trips. The North Costa Mesa Specific Plan provides more FAR, building height, and trip budget information for Segerstrom Home Ranch (Area 1).

Anticipated population density for the standard mix of uses in the Commercial Center designation would be 45 employees per acre. A development that consisted of office use only would require up to 66 employees per acre. Residency hotels such as single room occupancy (SRO) hotels may be located in the Commercial Center district. These hotels would have resident populations of up to 131 persons per acre. Again, these estimates are generalized and should be more refined as specific development proposals are approved.

Institutional uses are also appropriate in this commercial designation provided that land use compatibility and traffic issues have been addressed. Institutional uses require discretionary approval.

As complementary uses, residential and other noncommercial uses may be allowed through the Planned Development process. Residential densities in planned development projects should not exceed 20 dwelling units per acre. The corresponding population density range is up to 50 persons per acre.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) are most appropriately located in the Industrial Park and Light Industry land use designations; however, a facility with a purpose and scale of operation that is compatible with this commercial designation may be allowed pursuant to the issuance of a conditional use permit.

The Commercial Center designation is applied to major developments in the Downtown Redevelopment Area and is centered around the intersection of Harbor Boulevard and 19th Street. These developments include Triangle Square, Pacific Plaza, the Costa Mesa Courtyards, and Border's Books.

Compatible zoning districts include C1, C2, C1-S, PDC, AP, and P.

Regional Commercial

The Regional Commercial designation is intended to apply to large concentrated shopping centers of regional scale and importance. The intended uses within this designation include major department stores, specialty retail outlets, restaurants, offices, hotel and other complementary uses.

Application of the Regional Commercial designation is limited to the existing South Coast Plaza sites. This includes the original 97-acre site between Bristol and Bear Street and the additional 18-acre site located west of Bear Street. This designation and locational criteria recognizes the evolution of South Coast Plaza as a regionally significant retail trade center served by major regional transportation facilities and services. Population density standards for this designation are projected to be up to 53 employees per acre.

The Costa Mesa 2000 General Plan Traffic Model assigns a trip budget for the original South Coast Plaza site of 1,166 AM peak hour trips and 5,036 PM peak hour trips. The trip budget for the site west of Bear Street is 293 AM peak hour trips and 1,264 PM peak hour trips (see Table LU-6).

**TABLE LU-6
TRIP BUDGETS FOR SOUTH COAST PLAZA**

	Maximum Building Square Footage	Floor Area Ratio	A.M. Peak Hour Trip Budget	P.M. Peak Hour Trip Budget
South Coast Plaza (west of Bear Street)	690,350	0.89	293	1,264
South Coast Plaza (east of Bear Street)	2,750,000	0.652	1,166	5,036

Development within this designation is largely characterized by multi-story commercial uses and parking structures. The maximum allowable floor area ratio for the portion of South Coast Plaza west of Bear Street site shall be 0.89 (690,350 sq.ft.) The maximum floor area ratio for the original South Coast Plaza site east of Bear Street is 0.652 (2,750,000 sq.ft.). Future expansion or redevelopment of the South Coast Plaza site is also governed by the trip budgets stated above.

Complementary residential uses within this designation are allowed through the Planned Development process. The maximum allowable residential density shall be 20 dwelling units per acre. The corresponding population density is up to 50 persons per acre.

The compatible zoning district is PDC.

Urban Center Commercial

The Urban Center Commercial designation is intended to allow high intensity mixed commercial development within a limited area. Developments within this designation can range from one- and two-story office and retail buildings to mid- and high-rise buildings of four to 15 stories. Appropriate uses include offices, retail shops, restaurants, and hotels.

Allowable floor area ratio (FAR) standards for this designation are 0.50 for retail uses and 0.60 for office uses with the exception of South Coast Metro Center that has a site-specific FAR of 0.79 for combined office and retail uses.

For mixed-use projects that include separate or distinct components, the non-residential floor area ratio standard and the residential density standard shall apply to each of the respective components, not the entire project site. For mixed-use projects which do not include distinct elements or which include mixed-use buildings, the overall level of intensity shall be governed by the allowable non-residential floor area ratio. Developments shall also comply with the established trip budget standards and comply with the most restrictive standard.

Complementary residential uses within this designation may be allowed through the Planned Development Zone process. The maximum allowable residential density within this designation shall be 20 dwelling units per acre.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) are most appropriately located in the Industrial Park and Light Industry land use designations; however, a facility with a purpose and scale of operation that is compatible with this commercial designation may be allowed pursuant to the issuance of a conditional use permit. The conditional use permit process shall comply with the procedures and siting criteria established by the Orange County Hazardous Waste Management Plan, the City of Costa Mesa's zoning ordinance provisions for these types of facilities, and other state legislation, as appropriate.

The Urban Center Commercial designation includes the following major developments:

- ◆ Automobile Club of Southern California
- ◆ Metro Pointe
- ◆ South Coast Metro Center/Experian
- ◆ Sakioka Lot 2

In 2000, all of these four properties had development agreements with the City of Costa Mesa that vested maximum development square footages, floor area ratios, trip budgets, and allowed uses. It should be noted that with the adoption of the 2000 General Plan, a new traffic model was developed and approved. This updated traffic model differs in methodology assumptions and trip rates when compared to the 1990 General Plan Traffic Model. Thus the 1990 trip

budgets contained in these existing development agreements are not directly comparable to the 2000 trip budgets. The trip budgets contained in existing development agreements will continue to govern these properties with appropriate adjustments made to account for differences in the traffic models when necessary.

Provided in Table LU-7 is a summary of the various land use standards that apply to these major developments.

**TABLE LU-7
MAJOR DEVELOPMENTS
URBAN CENTER COMMERCIAL LAND USE DESIGNATION**

Major Development	Development Agreement Maximum Building Sq.Ft./FAR	General Plan Maximum FAR	General Plan Maximum A.M. Peak Hour Trip Budget	General Plan Maximum P.M. Peak Hour Trip Budget	North Costa Mesa Specific Plan Applies
Automobile Club of Southern California* (3333 Fairview Road)	967,000 sq.ft. 0.56 FAR	0.50 retail FAR 0.60 office FAR	1,190**	1,576**	No
Metro Pointe* (901 South Coast Drive only)	592,281 sq.ft. 0.48 FAR	0.50 retail FAR 0.60 office FAR	729**	965**	Yes
South Coast Metro Center Experian* (443-595 Anton Blvd. – odd number only)	1,546,180 sq.ft. 0.79 FAR	0.79 FAR (site specific)	1,729**	2,292**	Yes
Sakioka Lot 2* (325 Anton Blvd.)	863,000 sq.ft. 0.50 retail FAR 0.60 office FAR	0.50 retail FAR 0.60 office FAR	1,062**	1,407**	Yes
* A development agreement governs this property that specifies the maximum building square footage and floor area ratio. ** Vehicle trips per hour.					

Automobile Club of Southern California Processing Center. This 39.2-acre site is comprised of two parcels and is located on the southwest corner of Sunflower Avenue and Fairview Road. The primary site contains 29.5 acres and is located west of Fairview Road, between South Coast Drive and Sunflower Avenue. The second parcel contains approximately 9.7 acres and is located across the adjacent flood control channel to the west, just north of South Coast Drive. As of 2000, the site was developed with 717,000 sq. ft. of office and support service uses. An additional 250,000 sq. ft. of development is allowed pursuant to a development agreement for a total of 967,000 square feet; the resultant maximum FAR is 0.56. Future construction will be developed in phases during the 30-year term of the agreement. The 2000 General Plan Traffic Model establishes a trip budget of 1,190 a.m. peak hour trips and 1,576 p.m. peak hour trips for this site. Based on an expected employment population of 2,574 employees, the population density standard for the site would be approximately 66 employees per acre.

Metro Pointe. Metro Pointe includes two office building sites located north of South Coast Drive at its intersection with Greenbrook Drive and approximately 28.5 acres of land located south of South Coast Drive along the San Diego

Freeway. A development agreement approved in 1994 addresses the site south of South Coast Drive. The development agreement vests the property owner with the ability to construct 592,281 square feet of office and commercial uses with a resultant floor area ratio of 0.48. The 2000 General Plan Traffic Model establishes a trip budget of 729 a.m. peak hour trips and 965 p.m. peak hour trips for Metro Pointe. This property is also located in the North Costa Mesa Specific Plan. Using the employment generation rates in Table LU-5, this results in an allowable population density standard of up to 150 employees per acre.

South Coast Metro Center/Experian. The 44.72-acre South Coast Metro Center/Experian sites were the subjects of a development agreement in 2000. The project is located south of Anton Boulevard and east of Avenue of the Arts. Upon completion, the site will include nearly 1,545,800 square feet of office and commercial development. GP 99-06 created a site-specific FAR of 0.79 for the combined South Coast Metro Center and Experian sites. The 2000 General Plan Traffic Model establishes a trip budget of 1,729 a.m. peak hour trips and 2,292 p.m. peak hour trips. This property is also located in the North Costa Mesa Specific Plan. The anticipated population density standard is up to 90 employees per acre.

Sakioka Lot 2. The 33-acre Sakioka Lot 2 is located south and east of Anton Boulevard. This site is undeveloped except for farmhouses and farm operation facilities. Pursuant to a development agreement for the site, the maximum allowable building square footage is 863,000 square feet with a corresponding maximum floor area ratio of 0.50 retail/0.60 office. The 2000 General Plan Traffic Model establishes a trip budget of 1,062 a.m. peak hour trips and 1,407 p.m. peak hour trips. This property is also located in the North Costa Mesa Specific Plan. The anticipated population density standard for Sakioka Lot 2 is up to 90 employees per acre.

The compatible zoning district is PDC.

Cultural Arts Center

As part of GP-00-02, the Cultural Arts Center designation was applied to the 54 acres that comprise South Coast Plaza Town Center. This area is generally bounded by Sunflower Avenue to the north, Bristol Street to the west, Avenue of the Arts to the east, and the San Diego (I-405) Freeway to the south. This designation is limited to this geographical area, and it is not intended to be applied to other locations in the City.

The Cultural Arts Center designation allows intensely developed mixed commercial and cultural uses within a limited area. The intended uses within this designation include mid- to high-rise offices, hotels, restaurants, retail and cultural uses (theater, art museum or academy, etc.). It serves as the cultural center of the community and provides a focus to the arts-related uses, with the complement of nearby employment and shopping opportunities.

The overall allowable floor area ratio (FAR) standard for this designation is 1.77. Included in this FAR calculation is the land dedicated or reserved in 2000 for the Avenue of the Arts off-ramp and associated flood control channel improvements. The 1.77 FAR may be exceeded on individual parcels within South Coast Plaza Town Center provided that over the entire 54-acre site the 1.77 FAR is not exceeded. The 2000 General Plan Traffic Model establishes a trip budget of 5,143 AM peak hour trips, and 6,587 PM peak hour trips. Further delineation of the allocation within South Coast Plaza Town Center of the floor area ratio and

trip budget is provided in the North Costa Mesa Specific Plan. Based on the employment generation analysis contained in Final Program EIR No. 1047 prepared for South Coast Plaza Town Center, the anticipated population density is 275 employees per acre.

Anticipated new development projects include the following:

- ◆ A 32,500 square-foot expansion of the South Coast Repertory Theater;
- ◆ A new 140,000 square-foot art museum or academy;
- ◆ A new 2,500 seat, 301,145 square-foot symphony hall;
- ◆ An expansion to the Orange County Performing Arts Theater of 1,000 seats and 65,000 square feet;
- ◆ Several new office buildings totaling approximately 655,000 square feet; and
- ◆ A new 186,000 square-foot hotel.

The compatible zoning district is TC.

INDUSTRIAL DESIGNATIONS

Two industrial land use designations are applied to over 1,000 acres in the City. These designations accommodate a variety of industrial and compatible office uses and support some commercial uses. Development "intensity" potential is measured/prescribed using Floor Area Ratios in relation to the amount of the traffic generated.

The graduated floor area ratio standards also divide the industrial uses into four broad categories based upon their traffic generation characteristics. Although the categories are the same as the commercial ones, the thresholds are different because of the lower overall traffic generation characteristics of industrial uses. The following table and text lists and describes these standards:

**TABLE LU-8
INDUSTRIAL BUILDING INTENSITY STANDARDS**

Land Use Designation	Very-Low Traffic FAR	Low Traffic FAR	Moderate Traffic FAR	High Traffic FAR
Light Industry	0.75	0.35	0.25	0.15
Industrial Park	0.75	0.40	0.30	0.20

The Very-Low Traffic category allows industrial uses with daily trip generation rates of less than 3 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include mini-warehouse developments.

The Low Traffic category allows industrial uses with daily trip generation rates between 3 and 8 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include a wide range of manufacturing and assembly uses.

The Moderate Traffic category allows uses with daily trip generation rates between 8 and 15 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include support of office, research and business park type uses.

The High Traffic category allows uses with daily trip generation rates in excess of 15 trip ends per 1,000 square-feet of floor area. Allowable uses under this standard include support commercial service uses and restaurants.

Industrial Park

The Industrial Park designation is intended to apply to large districts that contain a variety of industrial and compatible office and support commercial uses. Industrial parks are characterized by large parcels and landscaped setbacks which lend to the creation of a spacious campus-like environment. Industrial parks must have proximity to freeways and other major transportation routes in order to provide the accessibility they require. An internal circulation system consisting of lesser highways is also necessary to accommodate the vehicle demands created. Industrial parks have major physical separations from areas designated for other uses in order to maintain their distinctiveness and avoid potential land use incompatibilities.

Development within this designation would consist of one- and two-story buildings. Additional height may be permitted when compatible with adjacent development and the uses are consistent with other constraints such as height limits near John Wayne Airport. The Industrial Park portion of the Home Ranch site may include buildings up to five stories in height near the center of the development. The North Costa Mesa Specific Plan provides more building height information for Segerstrom Home Ranch (Area 1).

In the Industrial Park designation, the allowable floor area ratios are 0.20 for high traffic generating uses, 0.30 for moderate traffic generating uses, 0.40 for low traffic generating uses, and 0.75 for very low traffic generating uses. The exception to the above standards is the 14.5-acre Segerstrom Home Ranch site. This site is governed by the maximum allowable FAR standard of 0.40, a maximum building square footage of 252,648. The combined trip budget for this site and the 45.4-acre Commercial Center parcel located to the south of South Coast Drive is 1,593 AM peak hour trips and 1,569 PM peak hour trips. The North Costa Mesa Specific Plan provides more FAR and trip budget information for Segerstrom Home Ranch (Area 1).

Anticipated population densities are dependent upon the particular mix of the uses within a given project. However, based upon the standards provided in Table LU-6, the population density would be an average of 40 employees per acre. An office development would have a population density of 58 employees per acre.

Commercial uses may be allowed provided that the use is determined to be complementary to the industrial area. Commercial recreational uses may also be appropriate under the same condition. Institutional uses may also be appropriate provided that land use compatibility and traffic issues have been addressed. Institutional uses shall require discretionary approval.

Proposed Industrial development would be analyzed for potential significant impacts to air quality, aesthetics, land use, and other environmental issues. The Planned Development process encourages the approval of industrial development with minimal impacts to the environment; thereby promoting cleaner and environmentally sensitive business. Generally, commercial uses are not compatible with industrial uses. However, ancillary commercial uses that support industrial uses are allowed.

Combinations of residential, institutional, and commercial uses may be allowed through the Planned Development zone process. Floor area ratios and population densities for commercial projects would be similar to the Neighborhood Commercial land use designation. Residential densities in planned development projects shall not exceed 20 dwelling units per acre. The corresponding population density range is up to 50 persons per acre.

Large industrial park developments are located in two areas of the City of Costa Mesa. First, the Airport Industrial Area is located south of the I-405, east of SR-55 and north of SR-73 adjacent to John Wayne Airport. The second is located in the northeast portion of the City north of the I-405 between the Santa Ana River and Fairview Road.

Facilities that transfer, store or dispose of hazardous wastes that are generated at another source (off-site) may be allowed in this land use designation, subject to the issuance of a Conditional Use Permit.

Compatible zoning districts include MP, PDI, and CL.

Light Industry

The Light Industry designation applies to areas intended for a variety of light and general industrial uses. Uses are expected to be small manufacturing and service industries as well as larger industrial operations. Although the uses within Light Industry areas are intended to be less intense than those allowed in Industrial Parks, the frequent lack of a physical separation between Light Industry areas and residential areas necessitates on-site mitigation of impacts. Access to industrial areas should be provided in a manner that directs industrial traffic away from more sensitive uses.

Development within this designation would be characterized by a combination of one- and two-story buildings. Because of the location of Light Industry areas and their proximity to residential uses, higher buildings should be restricted to areas that will not impact the surrounding residential uses. The allowable building intensity standards are floor area ratios (FAR) of 0.15 for high traffic generating land uses, 0.25 for moderate traffic generating land uses, 0.35 for low traffic generating uses, and 0.75 for very-low traffic generating uses. The average population density would be 31 employees per acre, and 53 employees per acre for office uses based on standards provided in Table LU-5.

Commercial uses may be allowed provided that the commercial use is determined to be complementary to the industrial area. Commercial recreational uses may also be appropriate under the same condition.

Institutional uses may also be appropriate in this industrial designation provided that land use compatibility and traffic issues have been addressed. Institutional uses would require a discretionary review and approval process.

Combinations of residential, institutional and commercial uses may be allowed through the Planned Development zone process. Floor area ratios and population densities for commercial projects would be similar to the Neighborhood Commercial land use designation. Residential densities in Planned Development projects are not to exceed 20 dwelling units per acre. The corresponding population density range is up to 50 persons per acre.

The largest concentrations of Light Industry land are in the southwest industrial area along Placentia Avenue between 19th and Victoria Streets.

The 30-acre area located west of Whittier Avenue is designated Light Industry in recognition of the existing development in the area. However, the area may lend itself to residential development in the future. A specific plan will be prepared to address the issues of transitioning from industrial to residential uses.

Facilities that transfer, store, or dispose of hazardous wastes that are generated at another source (off-site) may be allowed in this land use designation, subject to the issuance of a Conditional Use Permit.

Compatible zoning districts include MG, PDI, and CL.

INSTITUTIONAL AND OPEN SPACE

Costa Mesa's large portion of land set aside for public, semi-public, and open space type uses is designated under one of three land use designations: Public/Institutional, Golf Course, and Fairgrounds.

Public/Institutional

The Public/Institutional designation is intended for both publicly and privately owned land that provides recreation, open space, health and educational opportunities as well as uses that provide a service to the public.

Since this designation includes many different types of land uses, the land use map has been further labeled to identify the individual uses within this designation.

Areas that are included in this designation are park sites, health care facilities, educational institutions, religious facilities, fairgrounds, and public facilities. As many of the uses in this designation are recreational and open space in nature, levels of building intensity are minimal. The maximum building intensity for this designation is a floor area ratio of 0.25 and a population density of 44 employees per acre.

Compatible zoning districts include I&R, I&R-S, and P.

Golf Course

Three golf courses are located within the City's planning area. Two of these, the City's course and Mesa Verde Country Club, are located within the current City limits. Santa Ana Country Club is in the unincorporated area east of Newport Boulevard. Because of the large area devoted to open space, the building intensity for this designation is a floor area ratio of 0.01.

The compatible zoning district is I&R.

Fairgrounds

This designation recognizes the unique land uses associated with the 150-acre Orange County Fairgrounds and Exposition Center. This property is owned by the State of California, and the City has limited permitting authority. However, it is the goal of the City to work closely with the State to ensure that the impacts associated with the development and use of this site are appropriately addressed

and mitigated. Of particular concern are traffic-related impacts and land use compatibility.

The maximum allowable floor area ratio for this designation shall be 0.10.

The compatible zoning district is I&R.

GENERAL PLAN/ZONING RELATIONSHIP

The relationship between the 2000 General Plan land use designations and zoning districts is shown in Table LU-9. This table indicates how properties should be zoned to be consistent with the General Plan Land Use Plan Map. As presented in the table, there are 15 General Plan land use designations and 21 zoning categories.

HOUSING AND EMPLOYMENT PROJECTIONS

Providing a land use arrangement that encourages a correlation of employment and housing opportunities is a local and regional responsibility. Providing sufficient commercial land to support residential development is primarily a local responsibility, although commercial uses which serve regional needs are provided as well. Sufficient land must also be established to meet the recreational needs of the local community, although regional needs are often accommodated by land within individual cities.

Refer to Table LU-3, *Population, Housing, and Employment*, to review historical data for Costa Mesa's population, number of housing units, and employment opportunities.

TABLE LU-9
GENERAL PLAN/ZONING RELATIONSHIPS

General Plan Designation	Description/Discussion	Consistent Zoning Classification
Residential		
Low-Density Residential	Residential development with a density up to 8 units per acre.	R1, PDR-LD, I&R, I&R-S
Medium-Density Residential	Residential development with a density of up to 12 units per acre.	R1, R2-MD, PDR-MD, I&R, I&R-S
High-Density Residential	Residential development with a density of up to 20 units per acre; except the density in the PDR-NCM zone is 25 to 35 units per acre.	R2-MD, R2-HD, R3, PDR-HD, PDR-NCM, I&R, I&R-S
Commercial		
Commercial – Residential	A complementary mix of commercial and residential and zoning along Newport Boulevard. Typically, individual parcels would be developed as commercial or residential. The maximum residential density is 17.4 units/acre.	AP, CL, C1, P, PDC, R2-MD, R2-HD, PDR-MD, PDR-HD
Neighborhood Commercial	Small, well-defined commercial areas designed to serve local convenience and service needs of adjacent residential areas.	CL, C1, AP, P
General Commercial	Large shopping areas along major transportation routes servicing both local and regional markets.	CL, C1, C2, PDC, AP, P
Commercial Center	Major shopping, service, and office facilities designed to serve citywide and regional markets.	CL, C1, C2, C1-S, PDC, AP, P
Regional Commercial Center	Large concentrated shopping centers of a regional scale.	PDC
Urban Center Commercial	Intensely-developed mixed commercial including offices, retail shops, restaurants and hotels.	PDC
Cultural Arts Center	Intensely-developed mix of commercial, office, and cultural arts uses.	TC

**TABLE LU-9
GENERAL PLAN/ZONING RELATIONSHIPS – CONTINUED**

General Plan Designation	Description/Discussion	Consistent Zoning Classification
Industrial		
Light Industrial	Manufacturing, distribution, and service industries located on small sites.	MG, PDI, CL
Industrial Park	Planned, large site research, manufacturing, office, and industrial development.	MP, PDI, CL
Other		
Golf Course	Public and private golf and country club.	I&R
Public/Institutional	Government offices, hospitals, educational institutions, cemeteries, parks, and other public facilities.	I&R, I&R-S
Fairgrounds	Orange County Fairgrounds and Exposition Center.	I&R

Table LU-10, *General Plan Residential Land Use 2020*, and Table LU-11, *General Plan Non-Residential Land Use 2020*, presents data regarding Costa Mesa's growth by land use category for the year 2020 planning horizon.

**TABLE LU-10
GENERAL PLAN RESIDENTIAL LAND USE 2020¹**

Residential Land Use	Gross Acres	2000 Existing Dwelling Units	2020 Dwelling Units
Single-Family ²	2,167	19,122	19,576
Multi-Family ³	1,842	21,455	22,893
Total	4,009	40,577	42,469

Notes:

¹ Based upon OCP-2000 projections, Center for Demographic Research, California State University, Fullerton.

² Includes Low-Density Residential General Plan land use designation.

³ Includes Medium-Density, High-Density, and Commercial-Residential General Plan land use designations.

**TABLE LU-11
GENERAL PLAN NON-RESIDENTIAL LAND USE 2020**

Land Use Designation	Gross Acres	2000 Existing Development (SF)	2020 Development (SF)
Commercial-Residential (commercial uses) ¹	434	588,339	571,007
Neighborhood Commercial	44	424,648	567,371
General Commercial	632	8,344,029	10,607,341
Commercial Center	30	611,227	653,383
Regional Commercial	115	2,926,203	3,440,350
Urban Center Commercial	160	2,126,024	3,914,357
Cultural Arts Center	54	2,801,368	4,161,813
Industrial Park	763	10,028,934	12,207,260
Light Industrial	383	4,903,788	5,996,712
Public and Institutional	1,287	1,072,037	3,892,286
Golf Course	560	84,180	243,961
Fairgrounds	146	128,765	427,396
Total	4,608	34,039,542	46,683,237

Source: City of Costa Mesa, Development Services Department, February 2000.

Notes:

¹ Commercial-Residential land use designation acreage was also included in the multi-family residential land use in Table 3-3.
SF = square feet

2.6 GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies that address land use are as follows:

GOAL LU-1: LAND USE

It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and, to ensure the long term viability and productivity of the community's natural and man-made environments.

Objective LU-1A. Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.

- LU-1A.1** Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

- LU-1A.2 Consider the effects of new employment, particularly in relation to housing impacts, when new commercial or industrial development is proposed.
- LU-1A.3 Locate high-intensity developments or high traffic generating uses away from low-density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.
- LU-1A.4 Strongly encourage the development of low-density residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities.
- LU-1A.5 Provide housing and employment opportunities within planned development areas to the extent feasible.
- LU-1A.6 Aggressively pursue methods to discourage the development of multiple units on long, narrow, single parcels. Possible methods could include a lot combination zoning incentive or the creation of new lower density zoning to be applied to lots with less than a certain minimum frontage.

Objective LU-1B. Ensure the long term productivity and viability of the community's economic base.

- LU-1B.1 Permit adequate quantities and locations of commercial land to serve residential neighborhoods.

Objective LU-1C. Promote land use patterns and development which contribute to community and neighborhood identity.

- LU-1C.1 Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.
- LU-1C.2 Limit building height to four stories above grade south of the I-405 Freeway, except for special purpose housing, such as elderly, affordable, or student housing.
- LU-1C.3 Prohibit construction of buildings which would present a hazard to air navigation as determined by the FAA or independent studies by qualified private consultants that have been certified by the FAA.
- LU-1C.4 Require building setbacks, structure orientation, and the placement of windows to consider the privacy of adjacent residential structures within the same project and on adjacent properties.
- LU-1C.5 Develop incentives for lot combination, or disincentives for development without lot combination. Consider policies such as zoning designations which fall between zones, or development standards which tie density to lot width as well as area.

- LU-1C.6 Provide assistance to neighborhoods with excessive noise impacts, such as walls for sound attenuation, development of landscaped greenbelts, etc.

Objective LU-1D. Ensure consideration of utility system capacities in land use planning and development processes.

- LU-1D.1 Include an evaluation of impacts on utility systems and infrastructure in EIRs for all major general plan amendment, rezone, and development applications.

- LU-1D.2 Phase or restrict future development in the City to that which can be accommodated by infrastructure at the time of completion of each phase of a multi-phased project.

Objective LU-1E. Ensure correlation between buildout of the General Plan Land Use Plan Map and the Master Plan of Highways.

- LU-1E.1 Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area standards, except for the following conditions:

- (a) Limited deviations from the graduated floor area ratio standards depicted in Tables LU-4 and LU-8 for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed in the very-low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.
- (b) Additions to existing nonconforming non-residential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and, if the additions do not substantially affect the existing height and bulk of the development. Additions to non-residential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.
- (c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.

- LU-1E.2 Development Plans shall be required for all phased development and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits.
- LU-1E.3 Development Plans shall include an overall buildout plan which can demonstrate the ability of the circulation system to support the proposed level of development.
- LU-1E.4 The City shall continue its annual preparation of the Development Phasing and Performance Monitoring Program.

Objective LU-1F. Establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable neighborhoods.

- LU-1F.1 Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.
- LU-1F.2 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety, or fire hazard.
- LU-1F.3 Continue code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs.
- LU-1F.4 Ensure that residential densities can be supported by the infrastructure and that high-density residential areas are not permitted in areas which cause incompatibility with existing single-family areas.
- LU-1F.5 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

GOAL LU-2: DEVELOPMENT

It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources.

Objective LU-2A. Encourage new development and redevelopment to improve and maintain the quality of the environment.

- LU-2A.1 Use eminent domain in redevelopment project areas when necessary to effect lot combination and to ensure optimum size and configuration of parcels experiencing development pressures.

- LU-2A.2 Continue to implement, review, and update the redevelopment plan for the adopted project area.
- LU-2A.3 Prepare a specific plan to ensure that the portion of the Route 55 extension from 19th Street through the Redevelopment Area is compatible with the Redevelopment Area and to review development related issues on the remainder of the alignment.
- LU-2A.4 In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the General Plan that is located in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use or property.
- LU-2A.5 Develop standards, policies, and other methods to encourage the grouping of individual parcels to eliminate obsolete subdivision patterns and to provide improved living environments while retaining the single-family zoning or single-family character of such areas in the City.
- LU-2A.6 Do not allow "rounding up" when calculating the number of permitted residential units except for lots existing as of March 16, 1992, zoned R2-MD that have less than 7,260 square feet in area, and no less than 6,000 square feet, where density calculation fractions of 1.65 or greater may be rounded up to two units.
- LU-2A.7 Allow creation of parcels without street frontage if sufficient easements are provided for planned developments or common-interest developments.
- LU-2A.8 Encourage increased private market investment in declining or deteriorating neighborhoods.
- LU-2A.9 Pursue maximum use of utility company funds and resources in undergrounding existing overhead lines.

**GOAL LU-3:
SOCIO-ECONOMIC CONSIDERATIONS**

It is the goal of the City of Costa Mesa to respond to the needs of its citizens for housing, public services, community facilities, and safety of persons and property, to the extent possible within budgetary constraints, and when deemed appropriate for local governmental involvement.

Objective LU-3A. Ensure availability of adequate community facilities and provision of the highest level of public services possible, taking into consideration budgetary constraints and effects on the surrounding area.

- LU-3A.1 Pursue annexation of certain areas within the City's Sphere of Influence to control development or uses which may be detrimental to the City.

- LU-3A.2 Strongly encourage protection and preservation of existing, but underutilized, school sites for future recreational, social, or educational uses.
- LU-3A.3 Establish a development impact fee program to fund additional fire and police personnel, facilities, and equipment to meet the demands of additional growth in the City.
- LU-3A.4 Require appropriate site and environmental analysis for future fire and police station site locations or for the relocation or closure of existing fire and police facilities.



CHAPTER 3

CIRCULATION ELEMENT

3.1 PURPOSE

The 2000 General Plan Circulation Element contains the City's overall transportation system plan. The relationship of the Circulation Element to the Land Use Element is critical since the circulation system must adequately handle future traffic.

The Circulation Element identifies and establishes the City's policies governing the system of roadways, intersections, bike paths, pedestrian ways, and other components of the circulation system, which collectively provide for the movement of persons and goods throughout the City. The Element establishes official City policy which:

- ◆ Identifies facilities required to serve present and future vehicular and non-vehicular travel demand in the City;
- ◆ Identifies linkage between alternative modes of transportation and feasible alternative transit strategies; and
- ◆ Identifies strategies to implement the City's circulation system.

3.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element specifies the system of roadways and other transportation infrastructure required to satisfy future travel demand. The

Circulation Element is closely related to the Land Use Element, which defines the buildout land use scenario for the year 2020. The land use scenario, through the specification of the type, density, intensity and pattern of development, establishes the magnitude and pattern of future trip making. The Circulation Element is also related to the Air Quality subsection of the Conservation Element because automobiles are a principal source of many airborne pollutants, including carbon monoxide and the pollutants which combine to form smog. The policies of the Circulation Element promote air quality objectives by providing an efficient circulation system, one which accommodates travel demand while minimizing the number and length of automobile trips.

3.3 SUMMARY OF EXISTING CONDITIONS

The City of Costa Mesa circulation system is largely built-out with most of the roadways shown on the Master Plan of Highways (MPH) already constructed. In this section, the existing roadway system is discussed and recent traffic volume counts are summarized.

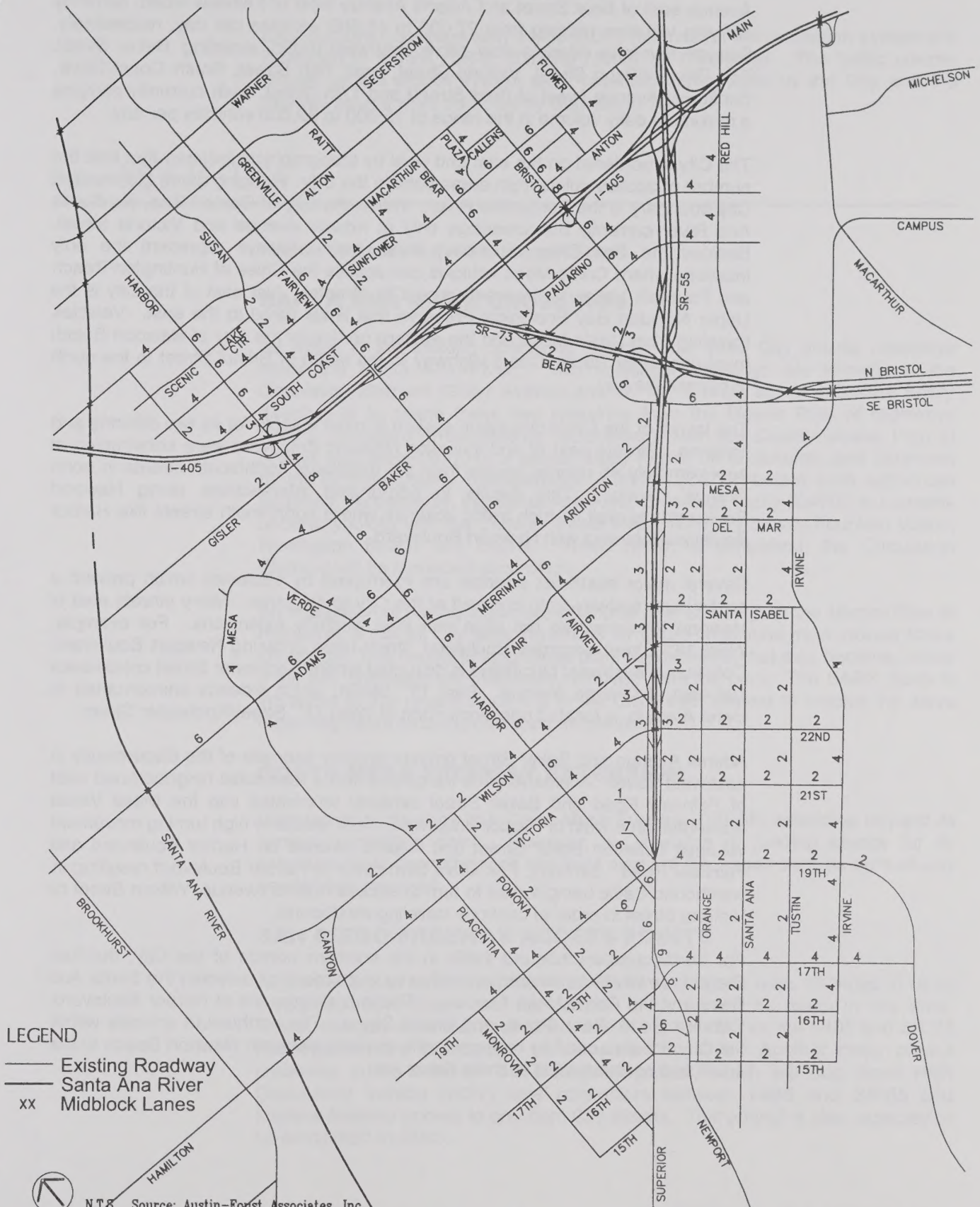
EXISTING ROADWAYS

The existing roadway system within the City, together with the number of lanes (midblock) on individual segments of the circulation system are illustrated in Exhibit CIR-1. Regional circulation facilities serving the City include the San Diego Freeway (I-405), which traverses east-west across the northern portion of the City, the Corona del Mar Freeway (SR-73), which begins at the San Diego Freeway between Fairview Road and Bear Street and extends southeast where it becomes the San Joaquin Hills Transportation Corridor, and the Costa Mesa Freeway (SR-55), which enters at the northeast corner of the City and extends southwest transitioning into Newport Boulevard south of 19th Street.

The City's circulation system is greatly affected by the three freeways mentioned above. The San Diego Freeway carries the largest volume of traffic which in 1998 varied from approximately 260,000 vehicles per day just west of Bristol Avenue to over 300,000 vehicles per day between Harbor Boulevard and Fairview Road. The Costa Mesa Freeway carries approximately 135,000 vehicles per day on the segment between the San Diego Freeway and the Corona del Mar Freeway and about 80,000 vehicles per day at its terminus just north of 19th Street. The Corona del Mar Freeway differs from the other two freeways in the City because it becomes a toll facility just east of the City limits. Because of this, it carries lower volumes of regional traffic than toll-free highways. Traffic volumes on the Corona del Mar Freeway in 1998 were approximately 80,000 vehicles per day.

North/south arterial facilities serving the central part of the City include Harbor Boulevard, Fairview Road, and Bristol Street. Each is a six-lane facility for the most part, currently carrying volumes ranging from 30,000 to 72,000 vehicles per day. Other four-lane north/south facilities include Placentia Avenue in the west, Bear Street in the north, and Irvine Avenue to the east, each currently carrying volumes ranging from 12,000 to 33,000 vehicles per day.

EXISTING ROADWAY SYSTEM



N.T.S. Source: Austin-Foust Associates, Inc.

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EXHIBIT CIR-1

Six-lane facilities serving east/west travel through the City include Sunflower Avenue east of Bear Street and Adams Avenue west of Fairview Road, currently carrying volumes ranging from 27,000 to 43,000 vehicles per day, respectively. Several four-lane arterials also serve east/west traffic, including Baker Street, Fair Drive, Wilson Street, Victoria Street, west 19th Street, South Coast Drive, Sunflower Avenue (west of Bear Street) and 17th Street, each currently carrying a maximum daily volume in the range of 15,000 to 39,000 vehicles per day.

The City is bordered on the east and west by topographical features that limit the number of access points from areas outside the City. Running along the western City boundary is the Santa Ana River. Within the City of Costa Mesa, the Santa Ana River currently has crossings only at Adams Avenue and Victoria Street. Besides the San Diego Freeway, these two roadways represent the only locations where Costa Mesa vehicles can access the Cities of Huntington Beach and Fountain Valley to the west using City streets. Just east of the City is the Upper Newport Bay Ecological Preserve that limits travel to the east. Vehicles traveling from Costa Mesa and the eastern portion of the City of Newport Beach must use either Pacific Coast Highway to the south or Bristol Street to the north to bypass the bay.

The layout of the City's circulation system is most notable for its two differing grid patterns. Streets east of and including Newport Boulevard were constructed at approximately 45 degree angles from the traditional north/south streets in north Orange County. This results in odd-angled intersections along Newport Boulevard, as well as high traffic volumes where north/south streets like Harbor Boulevard intersect with Newport Boulevard.

Several major east/west arterials are interrupted by obstacles which prevent a continuous roadway from one end of the City to the other. Many streets east of Newport Boulevard do not align with their westerly extensions. For example, West 18th Street becomes Rochester Street upon crossing Newport Boulevard. Continuous east/west circulation is disrupted where Rochester Street cul-de-sacs just east of Orange Avenue. East 18th Street, which extends uninterrupted to Irvine Avenue, is located one block north of West 18th Street/Rochester Street.

Adams Avenue and Baker Street provide another example of the discontinuity in east/west travel. Adams Avenue transitions into a residential neighborhood east of Fairview Road and Baker Street similarly terminates into the Mesa Verde residential area west of Harbor Boulevard. This results in high turning movement volumes between Baker Street and Adams Avenue on Harbor Boulevard and Fairview Road. Similarly, Fair Drive terminates at Harbor Boulevard resulting in westbound traffic being forced to turn to access Adams Avenue, Wilson Street or Victoria Street in order to continue traveling westbound.

For northbound/southbound traffic in the northern portion of the City, the San Diego Freeway is an obstruction with only four crossings between the Santa Ana River and the Costa Mesa Freeway. These crossings are at Harbor Boulevard, Fairview Road, Bear Street, and Bristol Street. The north/south arterials within the City are also used by regional traffic traveling between Newport Beach to the south and northern cities such as Santa Ana.

CURRENT TRAFFIC VOLUMES

Existing (2000) average daily traffic (ADT) volumes on the circulation system are illustrated in Exhibit CIR-2, *Existing (2000) ADT Volumes*. The traffic volume counts for the arterial system were collected during 2000 by the City and the freeway counts were collected by Caltrans in 1998.

3.4 KEY ISSUES

Key traffic issues in the City are as follows:

SANTA ANA RIVER CROSSINGS

As noted in the existing conditions section, only three City arterial roadways cross the Santa Ana River. Two additional crossings are shown on the Circulation Element (Gisler Avenue and W. 19th Street), but City Council policy direction is to delete these two crossings from the Master Plan of Highways (MPH). Because of consistency requirements with the County Master Plan of Arterial Highways (MPAH), a special study has to be undertaken and approved by the Orange County Transportation Authority (OCTA) before such action can be taken. Accordingly, the Santa Ana River Crossings Study (SARX) is currently underway jointly with the Cities of Costa Mesa, Newport Beach, Fountain Valley, Huntington Beach and OCTA. When SARX is completed, the Circulation Element will be amended accordingly.

An implication of having these two additional river crossings in the Master Plan of Highways is that all City planning efforts for future conditions must include these crossings. This results in long-range planning decisions that may become invalid if the two crossings are eventually removed from the plan. The SARX study is important in this regard since it is in the City's best interest to resolve the issue regarding these crossings as soon as possible.

COSTA MESA FREEWAY EXTENSION

Long-range plans show the Costa Mesa Freeway (SR-55) extending beyond its current termination point. However, no timetable or funding source for its extension have been identified nor have many of the issues such as right-of-way needs been resolved.

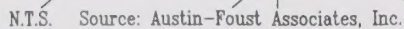
SAN DIEGO FREEWAY ACCESS POINTS

As part of a plan to improve the I-405/SR-73 confluence area, changes in ramp configurations, deletion, and the addition of ramps will be made in this area. These changes will affect access into and out of the City via the I-405 and SR-73 Freeway and are expected to be completed by 2003. Another major project underway is the I-405/SR-55 Transitway project, which will add direct High Occupancy Vehicle (HOV) lane connectors between I-405 and SR-55 and improve freeway access to and from City streets. This project is also expected to be completed by 2003.

EXISTING (2000) AVERAGE DAILY TRAFFIC VOLUMES (IN THOUSANDS)



— Existing Roadway
- - - Santa Ana River



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EXHIBIT CIR-2

The plans to improve area traffic as part of a confluence and transitway project include a reconfiguration of the Harbor Boulevard interchange (including a new northbound onramp from Hyland Avenue), the addition of a northbound offramp onto Avenue of the Arts, and the addition of a northbound onramp from Anton Boulevard, just east of Sakioka Drive. These improvements will result in a redistribution of traffic volumes and a net reduction in the amount of vehicles at existing interchanges.

3.5 FUTURE TRAFFIC DEMANDS

New development within the City of Costa Mesa along with regional traffic growth will result in an increase in traffic volumes within the City. In order to estimate the effect of future traffic on the City's arterial roadway system, the City's traffic model was updated with the 2000 General Plan land uses and the most recent data for long-range regional transportation patterns. The effect of this future traffic demand is discussed below.

TRIP GENERATION FORECASTS

The City's 2000 General Plan land use has been allocated to the 176 traffic analysis zones (TAZs) that make up the City of Costa Mesa. A trip generation rate for each of the City's 2000 General Plan land use categories has been developed based on the universally accepted trip rates published by the Institute of Transportation Engineers. For comparison purposes, the different land uses within the City were aggregated into the following four land use categories:

- ◆ Residential
- ◆ Commercial (Retail) & Office
- ◆ Industrial/R&D
- ◆ Other

These combined categories enable the land use trip generation to be easily summarized on an aggregate basis. A comparison of the land use and trip generation estimates as of 2000 development and General Plan in the year 2020 is summarized in Table CIR-1.

**TABLE CIR-1
LAND USE AND TRIP GENERATION COMPARISON**

	Land Use Category	Units	Existing		2020 General Plan		Net Increase	
			Amount	ADT	Amount	ADT	Amount	ADT
TOTAL	1. Residential	DU	40,330.00	316,499	42,469.00	339,093	2,139.00	22,594
	2. Comm (Retail) & Office	TSF	17,397.42	539,029	23,579.30	700,146	6,181.88	161,117
	3. Industrial & R&D	TSF	14,416.19	124,432	17,550.51	151,931	3,134.32	27,499
	4. Other ¹	--	--	81,725	--	86,513	--	4,788
	TOTAL			1,061,685		1,277,683		215,998

Notes:

¹ Uses quantified in units other than dwelling units or square feet.

As of 2000, development within the City is comprised of 40,330 residential dwelling units, 17,397,000 square-feet of commercial and office use, and 14,416,000 square-feet of industrial use. The "other" category includes uses such as colleges, schools, parks, agriculture, and uses quantified in units other than dwelling units and square footage. The total average daily vehicle trips generated by existing uses within the City is estimated at 1,061,000 ADT, 30 percent of which is attributed to residential uses, and the remaining 70 percent to non-residential uses, primarily office and commercial.

The 2000 General Plan projects increases in dwelling units to 42,469 and industrial/ office/commercial/public/institutional uses to just over 41 million square-feet by 2020. These increases result in a total trip generation within the City of an estimated 1,278,000 ADT, an increase of 20 percent over the existing ADT estimate. At the regional level, 20 year traffic volume forecasts for the portion of Orange County within the vicinity of Costa Mesa area are also anticipated to increase by approximately 20 percent over existing traffic conditions.

TRAFFIC VOLUME FORECASTS

Traffic volumes on the City circulation system were estimated for conditions representing buildout of the City's 2000 General Plan. The long-range time frame established for analyzing the 2000 General Plan is the year 2020. The 2020 circulation system assumed for the forecasts is based on the City's Master Plan of Highways (discussed in the following section) and the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH). Exhibit CIR-3, *2020 ADT Volumes*, illustrates the projected 2020 traffic volumes.

3.6 MASTER PLAN OF HIGHWAYS

With adoption of the 2000 General Plan, modifications to the roadway classifications were made to the City's Master Plan of Highways (MPH) to make consistent with OCTA's Master Plan of Arterial Highways (MPAH). The change in classifications did not result in any changes to the physical characteristics of the roadway. The following table summarizes the change.

TABLE CIR-2
CITY AND COUNTY ARTERIAL DESIGNATIONS

Classification	1990 General Plan Designations	2000 General Plan/ County MPAH Designations
Major Arterial	6 lanes – 2 left turn lanes – median	6 lane divided roadway
Primary Arterial	6 lanes – 1 left turn lane – median	4 lane divided roadway
Secondary Arterial	4 lanes – median optional	4 lane undivided roadway
Collector Arterial	2 lanes – no median – no parking	2 lane undivided roadway

Source: *Costa Mesa General Plan Traffic Analysis*, Austin-Foust Associates, Inc., March 2000.

For the 1990 MPH to correspond with the County MPAH designations, the following changes to the 2000 General Plan were made:

- ◆ Combine the current Major and Primary Arterials into the Major Arterial Category; and
- ◆ Divide the current Secondary Arterial into the Primary and Secondary Arterial Categories.

No changes were made to the Collector Arterial category.

The 2000 MPH, shown in Exhibit CIR-4, documents the ultimate arterial roadway system for the City, taking into consideration the above modifications.

To recognize that some arterials require additional improvements, such as additional turn lanes at intersections, beyond what is associated with the above classification, an additional designation is necessary. This is achieved by designating certain arterial segments as "Augmented". Augmented segments may include any combination of capacity enhancements, such as additional lanes at intersections, special traffic signal coordination or other types of intelligent transportation system (ITS) enhancements.

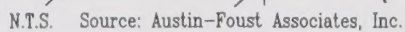
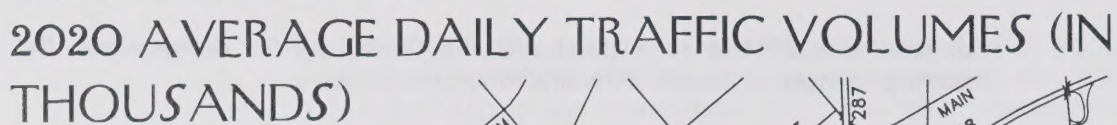
Exhibit CIR-5 provides typical cross-sections of augmented roadways, as well as augmented roadways with an additional right-turn lane. While the additional right-turn lane is a type of augmentation, it generally requires additional right of way, and hence its need is specifically designated on the MPH.

With adoption of the 2000 General Plan, the MPH was amended to downgrade a segment of 17th Street, from just west of Tustin Avenue to Irvine Avenue, to a primary arterial to be consistent with OCTA's MPAH.

ROADWAY CAPACITIES

The roadway capacity for each arterial on the Master Plan of Highways has been compared to the projected 2020 traffic volumes presented previously in this section. A summary of the arterial capacities is provided in Table CIR-3 and the resulting volume to capacity ratios are summarized in Table CIR-4. The table shows that one roadway segment (Gisler, west of Harbor) is forecast to exceed the theoretical maximum capacity.

Gisler Avenue, west of Harbor Boulevard is forecast to exceed capacity, with a volume of 30,000 ADT on a segment with a capacity of 25,000 ADT. This forecast includes the Gisler Bridge over the Santa Ana River, which adds approximately 8,000 ADT to Gisler Avenue and is a major contributing factor to this roadway exceeding capacity. This bridge is currently being analyzed by the Santa Ana River Crossings Study (SARX). As noted in Section 3.4, SARX is a multi-jurisdictional work effort to examine the impact of deleting the Gisler and 19th Street crossings. When this study is completed, appropriate updates will be made to the City MPAH in accordance with the Orange County Transportation Authority (OCTA) MPAH. If the Gisler bridge is deleted from the Master Plan of Highways, the deficiency shown above will not likely occur.



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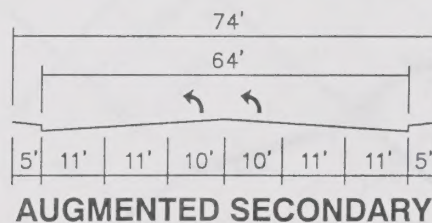
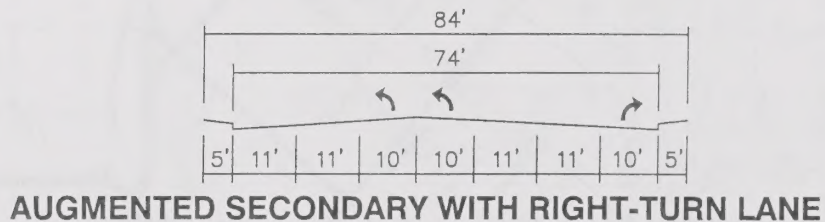
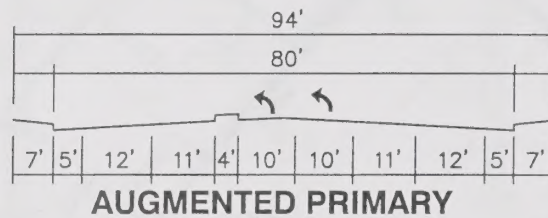
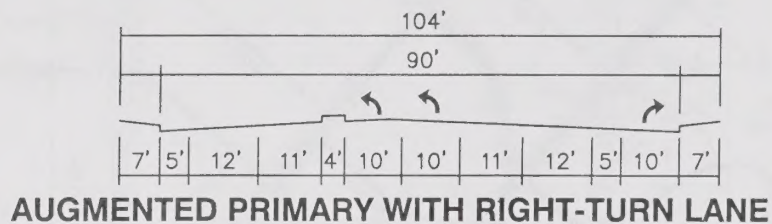
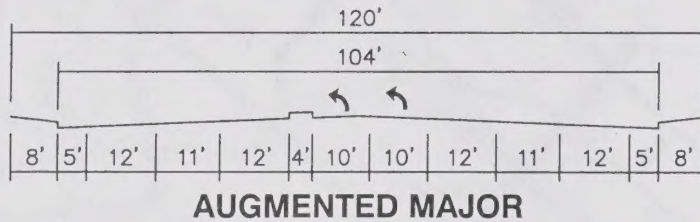
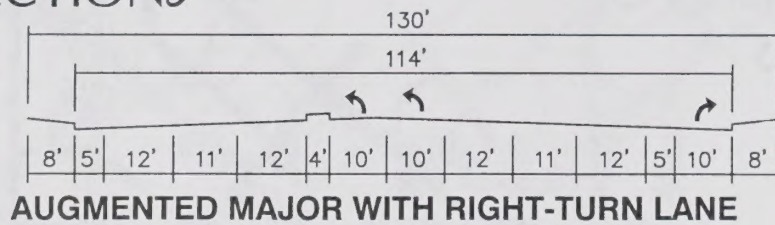
EXHIBIT CIR-3

CITY OF COSTA MESA MASTER PLAN OF HIGHWAYS

- LEGEND
- MAJOR
 - PRIMARY
 - SECONDARY
 - COLLECTOR
 - AUGMENTED SECTION



AUGMENTED ROADWAY CROSS-SECTIONS



**TABLE CIR-3
ROADWAY CAPACITY DESIGNATION**

Classification	Augmented	Standard
Major (8 lane divided)	90,000	75,000
Major (6 lane divided)	68,000	56,000
Primary (4 lane divided)	45,000	38,000
Secondary (4 lane undivided)	30,000	25,000
Collector (2 lane undivided)		12,500
One-Way Newport Boulevard (4 lanes)	45,000	38,000
One-Way Newport Boulevard (3 lanes)	34,000	28,000
One-Way Newport Boulevard (2 lanes)	23,000	19,000

NOTES:

Augmented Major (MA):	Typically 6 lane Divided Roadway with 120' Right-of-Way at Intersections, Right-Turn Lanes at Intersections (if required).
Standard Major (MS):	Typically 6 Lane Divided Roadway with 106' Right-of-Way at Intersections, Right-Turn Lanes at Intersections (if required).
Augmented Primary (PA):	Typically 4 Lane Divided Roadway with 84' Right-of-Way plus Additional Turn Lanes at Intersections.
Standard Primary (PS):	Typically 4 Lane Divided Roadway with 84' Right-of-Way, Right-Turn Lanes at Intersections (if required).
Augmented Secondary (SA):	Typically 4 Lane Undivided Roadway with 64' Right-of-Way plus Additional Turn Lanes at Intersections.
Standard Secondary (SS):	Typically 4 Lane Undivided Roadway with 64' Right-of-Way, Right-Turn Lanes at Intersections (if required).
Standard Collector (CS):	Typically 2 Lane Undivided Roadway with 60' Right-of-Way for Entire Segment.

RECOMMENDATIONS TO MPH

Three arterials were identified for potential downgrade in the MPH. These are:

- ◆ Arlington Drive between Fairview Road and Newport Boulevard – downgrade from Primary Highway to Collector;
- ◆ Baker Street from Bear Street to Redhill Avenue – downgrade from Major Highway to Primary Highway; and
- ◆ Redhill Avenue from north City Limits to Bristol Street – downgrade from Major Highway to Primary Highway.

These roadways were determined to operate at acceptable levels of service with the downgraded classification. However, in order to formally downgrade these roadways, a recommendation must be made to OCTA to change their classification in the MPAH. After OCTA accepts and changes the roadways to the revised classification, the City Council can authorize a similar change in the MPH.

A policy to authorize City staff to pursue the downgrade process for the above three arterials with OCTA is included in this 2000 General Plan.

**TABLE CIR-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS**

Location	Classification¹	Capacity	Volume	V/C
1. MacArthur w/o Harbor	6MA	68,000	31,000	.46
2. Sunflower w/o Harbor	4PA	45,000	9,000	.20
3. Sunflower e/o Harbor	4PA	45,000	19,000	.42
4. Sunflower w/o Fairview	4PA	45,000	17,000	.38
5. Sunflower e/o Fairview	4PA	45,000	22,000	.49
6. Sunflower w/o Bear	4PA	45,000	21,000	.47
7. Sunflower w/o Bristol	6MA	68,000	34,000	.50
8. Sunflower e/o Bristol	6MA	68,000	37,000	.54
10. Sunflower e/o Flower	6MS	56,000	26,000	.46
11. Sunflower w/o Main	6MS	56,000	43,000	.77
12. South Coast w/o Harbor	4PA	45,000	18,000	.40
13. South Coast e/o Harbor	4PA	45,000	13,000	.29
14. South Coast w/o Fairview	4PA	45,000	14,000	.31
15. South Coast e/o Fairview	4PS	38,000	17,000	.45
16. South Coast w/o Bear	4PA	45,000	14,000	.31
17. Anton e/o Bristol	6MS	56,000	33,000	.59
19. Anton s/o Sunflower	6MS	56,000	21,000	.38
21. Gisler w/o Harbor	4SS	25,000	30,000	1.20
22. Paularino e/o Bear	2CS	12,500	8,000	.64
23. Paularino e/o Bristol	4PA	45,000	16,000	.36
24. Paularino w/o Red Hill	4PS	38,000	14,000	.37
25. Baker e/o Mesa Verde	4SS	25,000	9,000	.36
26. Baker w/o Harbor	4SA	30,000	28,000	.93
27. Baker e/o Harbor	4PA	45,000	27,000	.60
28. Baker w/o Fairview	4PA	45,000	30,000	.67
29. Baker e/o Fairview	4PA	45,000	29,000	.64
30. Baker w/o Bear	4PA	45,000	39,000	.87
33. Baker w/o Bristol	6MA	68,000	34,000	.50
34. Baker e/o Bristol	6MA	68,000	33,000	.49
35. Baker w/o Red Hill	6MS	56,000	23,000	.41
36. W. Mesa Verde n/o Adams	4PS	38,000	6,000	.16
37. E. Mesa Verde n/o Adams	4PS	38,000	10,000	.26
38. Adams w/o Mesa Verde	6MA	68,000	31,000	.46
39. Adams btn Mesa Verdes	6MA	68,000	33,000	.49
40. Adams w/o Harbor	6MA	68,000	31,000	.46
41. Mesa Verde s/o Adams	4PS	38,000	9,000	.24
42. Mesa Verde w/o Harbor	4PS	38,000	10,000	.26
43. Adams e/o Harbor	6MA	68,000	34,000	.50
44. Adams w/o Fairview	6MA	68,000	27,000	.40
45. Merrimac e/o Harbor	4PS	38,000	7,000	.18
46. Merrimac w/o Fairview	4PS	38,000	8,000	.21
47. Arlington e/o Fairview	4PS	38,000	7,000	.18
49. Fair e/o Harbor	4PA	45,000	15,000	.33

**TABLE CIR-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED**

Location	Classification ¹	Capacity	Volume	V/C
51. Fair e/o Fairview	4PA	45,000	26,000	.58
53. Del Mar e/o Newport	4PA	30,000	23,000	.51
54. Del Mar w/o Santa Ana	4PA	30,000	20,000	.44
55. Del Mar w/o Irvine	4PA	30,000	21,000	.47
56. Wilson w/o Placentia	2CS	12,500	4,000	.32
57. Wilson e/o Placentia	4SS	25,000	9,000	.36
58. Wilson w/o Harbor	4SS	25,000	18,000	.72
59. Wilson e/o Harbor	4SA	30,000	21,000	.70
60. Wilson w/o Fairview	4SS	25,000	23,000	.92
61. Wilson e/o Fairview	4SS	25,000	18,000	.72
62. Santa Isabel e/o Newport	2CS	12,500	3,000	.24
65. Victoria e/o S.A. River	4PA	45,000	19,000	.42
66. Victoria w/o Placentia	4PS	38,000	12,000	.32
67. Victoria e/o Placentia	4PS	38,000	20,000	.53
68. Victoria w/o Harbor	4PS	38,000	25,000	.66
69. Victoria e/o Harbor	4PS	38,000	23,000	.61
70. Victoria w/o Newport	4PS	38,000	25,000	.66
72. 22nd w/o Santa Ana	4SS	12,500	6,000	.24
74. 22nd w/o Irvine	4CS	12,500	6,000	.48
80. 19th w/o Placentia	4PA	45,000	18,000	.40
81. 19th e/o Placentia	4PA	45,000	19,000	.42
82. 19th w/o Harbor	4PA	45,000	32,000	.71
83. 19th e/o Harbor	4PA	45,000	29,000	.64
84. 19th e/o Newport	4SS	25,000	7,000	.28
85. 19th w/o Santa Ana	2CS	12,500	6,000	.48
86. 19th w/o Tustin	2CS	12,500	6,000	.48
87. 19th w/o Irvine	2CS	12,500	6,000	.48
89. 18th w/o Placentia	2CS	12,500	6,000	.48
90. 18th e/o Placentia	2CS	12,500	5,000	.40
91. 18th w/o Newport	2CS	12,500	7,000	.56
92. 17th w/o Placentia	4SS	25,000	10,000	.40
93. 17th e/o Placentia	4PS	38,000	10,000	.26
94. 17th w/o Superior	4PS	38,000	12,000	.32
95. 17th w/o Orange	6MA	68,000	60,000	.88
96. 17th w/o Santa Ana	6MS	56,000	53,000	.95
97. 17th w/o Tustin	6MS	56,000	50,000	.89
98. 17th w/o Irvine	4PA	45,000	45,000	1.00
100. 16th w/o Placentia	2CS	12,500	2,000	.16
101. 16th e/o Placentia	2CS	12,500	5,000	.40
103. 16th w/o Santa Ana	2CS	12,500	7,000	.56
104. 16th w/o Tustin	2CS	12,500	6,000	.48
105. 16th w/o Irvine	2CS	12,500	4,000	.32
109. Monrovia s/o 19 th	2CS	12,500	7,000	.56

TABLE CIR-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Classification ¹	Capacity	Volume	V/C
110. Monrovia s/o 18 th	2CS	12,500	5,000	.40
111. Monrovia s/o 17 th	2CS	12,500	5,000	.40
112. Placentia s/o Adams	4PS	38,000	13,000	.34
113. Placentia n/o Wilson	4PS	38,000	13,000	.34
114. Placentia n/o Victoria	4PA	45,000	14,000	.31
116. Placentia n/o 19 th	4PS	38,000	8,000	.21
117. Placentia s/o 19 th	4PA	45,000	5,000	.11
118. Placentia s/o 18 th	4PS	38,000	6,000	.16
119. Placentia s/o 17 th	4PS	38,000	7,000	.18
120. Pomona s/o Wilson	2CS	12,500	6,000	.48
121. Pomona s/o Victoria	2CS	12,500	8,000	.64
122. Pomona s/o 19 th	2CS	12,500	4,000	.32
123. Pomona s/o 18 th	2CS	12,500	3,000	.24
125. Harbor n/o Sunflower	6MA	68,000	52,000	.76
126. Harbor s/o Sunflower	6MA	68,000	60,000	.88
127. Harbor n/o I-405	8MA	90,000	67,000	.74
128. Harbor s/o I-405	8MA	90,000	79,000	.88
129. Harbor n/o Baker	8MA	90,000	64,000	.71
130. Harbor n/o Adams	8MA	90,000	56,000	.62
131. Harbor s/o Adams	6MA	68,000	51,000	.75
132. Harbor n/o Fair	6MA	68,000	45,000	.66
133. Harbor n/o Wilson	6MA	68,000	41,000	.60
134. Harbor n/o Victoria	6MS	56,000	38,000	.68
135. Harbor s/o Victoria	6MA	68,000	37,000	.54
136. Harbor n/o 19 th	6MA	68,000	32,000	.47
137. Harbor s/o 19 th	6MS	56,000	22,000	.39
138. Fairview n/o I-405	7MA	79,000	70,000	.89
139. Fairview s/o I-405	6MA	68,000	56,000	.82
140. Fairview n/o Adams	6MA	68,000	58,000	.85
141. Fairview s/o Adams	6MA	68,000	42,000	.62
142. Fairview n/o Fair	6MA	68,000	36,000	.53
143. Fairview n/o Wilson	6MS	56,000	26,000	.46
144. Bear s/o Sunflower	6MA	68,000	23,000	.34
145. Bear n/o Paularino	6MS	56,000	36,000	.64
146. Bristol n/o Anton	7MA	79,000	70,000	.89
147. Bristol s/o Sunflower	7MA	79,000	60,000	.76
148. Bristol n/o I-405	8MA	90,000	85,000	.94
149. Bristol s/o I-405	8MA	90,000	67,000	.74
150. Bristol n/o Baker	6MA	68,000	56,000	.82
151. Bristol s/o Baker	6MA	68,000	42,000	.62
152. Bristol w/o SR-55	6MA	68,000	46,000	.68
153. Bristol e/o SR-55	6MA	68,000	33,000	.49
154. Newport n/o Fair & Del Mar	VAR ²	79,000	70,000	.89

**TABLE CIR-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED**

Location	Classification ¹	Capacity	Volume	V/C
156. Newport SB s/o Fairview	3SA ³	34,000	33,000	.97
157. Newport n/o 19 th	6MA	68,000	42,000	.62
158. Newport n/o 17 th	6MA	68,000	37,000	.54
159. Newport s/o 17 th	6MA	68,000	17,000	.25
160. Superior s/o 17 th	4PS	38,000	23,000	.61
161. Orange n/o Del Mar	2CS	12,500	3,000	.24
162. Orange n/o Santa Isabel	2CS	12,500	3,000	.24
163. Orange n/o 22 nd	2CS	12,500	5,000	.40
164. Orange n/o 21 st	2CS	12,500	5,000	.40
165. Orange n/o 19 th	2CS	12,500	4,000	.32
166. Orange n/o 17 th	2CS	12,500	3,000	.24
167. Orange n/o 16 th	2CS	12,500	8,000	.64
168. Orange n/o 15 th	2CS	12,500	8,000	.64
169. Red Hill n/o Paularino	6MS	56,000	23,000	.41
170. Red Hill n/o Baker	6MS	56,000	24,000	.43
172. Red Hill n/o Bristol	6MA	68,000	18,000	.26
173. Santa Ana s/o Bristol	4SA	30,000	13,000	.43
174. Santa Ana n/o Del Mar	4SS	25,000	12,000	.48
175. Santa Ana n/o Santa Isabel	2CS	12,500	6,000	.48
177. Santa Ana n/o 21 st	2CS	12,500	6,000	.48
178. Santa Ana n/o 19 th	2CS	12,500	3,000	.24
179. Santa Ana n/o 17 th	2CS	12,500	7,000	.56
180. Santa Ana n/o 16 th	2CS	12,500	8,000	.64
181. Santa Ana n/o 15 th	2CS	12,500	6,000	.48
182. Irvine s/o Bristol	6MS	56,000	33,000	.59
183. Irvine n/o Del Mar	6MS	56,000	27,000	.48
184. Irvine s/o Del Mar	4PS	38,000	29,000	.76
187. Tustin n/o 19 th	2CS	12,500	1,000	.08
188. Tustin n/o 17 th	2CS	12,500	4,000	.32
189. Tustin n/o 16 th	2CS	12,500	5,000	.40
191. Irvine n/o 22 nd	4PS	38,000	31,000	.82
192. Irvine n/o 21 st	4PA	45,000	28,000	.62
193. Irvine n/o 19 th	4PA	45,000	26,000	.58
194. Irvine s/o 19 th	4PA	45,000	15,000	.33
195. Irvine n/o 17 th	4PA	45,000	16,000	.36
196. Irvine n/o 16 th	4PS	38,000	14,000	.37
198. Mesa e/o Orange	2CS	12,500	4,000	.32
199. Mesa e/o Santa Ana	2CS	12,500	5,000	.40
200. Town Center w/o Avenue of the Arts	4SS	25,000	5,000	.20
202. Ave Of The Arts n/o Anton	4SS	25,000	10,000	.40
203. Newport SB s/o Wilson	3SS ³	28,000	11,000	.39
204. Newport SB s/o 22 nd	2SS ³	19,000	14,000	.74
226. Newport s/o 19 th	6MA	68,000	24,000	.35
227. 18th e/o Newport	2CS	12,500	1,000	.08

TABLE CIR-4
2020 ADT VOLUMES AND CAPACITY ANALYSIS – CONTINUED

Location	Classification ¹	Capacity	Volume	V/C
228. 18th w/o Irvine	2CS	12,500	1,000	.08
277. MacArthur e/o Harbor	6MA	68,000	30,000	.44
288. Sunflower w/o Raitt	4PA	45,000	21,000	.47
289. Harbor n/o MacArthur	6MA	68,000	50,000	.74
290. Harbor s/o MacArthur	6MA	68,000	37,000	.54
294. Susan n/o Sunflower	4SS	25,000	8,000	.32
295. Susan s/o Sunflower	4SS	25,000	7,000	.28
298. Fairview n/o Sunflower	6MA	68,000	47,000	.69
307. Bear n/o Sunflower	4SS	25,000	22,000	.88
313. Bear s/o South Coast	6MA	68,000	33,000	.49
314. Bear s/o Paularino	6MS	56,000	35,000	.63
315. Bear s/o Baker	2CS	12,500	9,000	.72
316. Sunflower e/o Bear	6MA	68,000	41,000	.60
317. Fairview s/o Sunflower	6MA	68,000	57,000	.84
329. Canyon Bluff n/o 19 th	6MA	68,000	18,000	.26
333. Canyon Bluff n/o 17 th	6MS	56,000	22,000	.39
335. Canyon Bluff s/o 17 th	4PS	38,000	17,000	.45
339. Superior s/o 16 th	4PS	38,000	20,000	.53
350. Newport NB n/o Fairview	3SS ³	28,000	8,000	.29
351. Newport NB s/o Fairview	3SA ³	34,000	24,000	.71
352. Newport NB s/o 22 nd	2SS ³	19,000	14,000	.74
353. Newport s/o Harbor	6MA	68,000	40,000	.59
354. Newport s/o 16 th	6MA	68,000	66,000	.97

NOTES:

¹ Roadway classification in the form XYZ where X = number of midblock lanes, Y = roadway classification (major, primary, etc), and Z = roadway designation (augmented, standard or constrained). See Table CIR-3 for definitions

² NB is a 3 lane augmented one-way segment, SB is a 4 lane augmented one-way segment

³ One-way segments

3.7 BICYCLE TRAILS

The City of Costa Mesa first adopted an official Master Plan of Bikeways (MPB) in 1974. With the adoption of the City's General Plan in 1992, a revised Master Plan of Bikeways was adopted and has been periodically updated. The following section discusses the current plan.

MASTER PLAN OF BIKEWAYS

Exhibit CIR-6 shows the City's Master Plan of Bikeways. Bicycle facilities within the City are given one of the following classifications:

- ◆ Bike Trail (Class 1)
- ◆ Bike Lane (Class 2)
- ◆ Bike Route (Class 3)
- ◆ Regional Trail

Bike trails are facilities at least eight feet in width that are physically separated from vehicular roadways and are reserved exclusively for bicycle use. Bike trails are most effective in long, uninterrupted stretches, such as along the Santa Ana River and along the Upper Newport Bay Ecological Reserve on the east side of Irvine Avenue.

Bike lanes consist of a painted stripe reserving at least five feet nearest the curb for bicycle use. Bike lanes are the most common classification within the City as they are generally implemented within existing right-of-ways.

Bike routes are designated only with signs and are mainly useful only to bridge short distances between other, more established bike lanes or trails and are typically only used on low volume, residential streets.

With the adoption of the 2000 General Plan, the following changes were made to the MPB:

- ◆ Modifications to the Fairview Regional Park bicycle trails pursuant to City Council as listed below:
 - Delete the bike trail along Banning Place between Pacific Avenue and Placentia Avenue;
 - Delete the bike trail between Canary Drive and the north entrance to Fairview Park south of the Fairview Channel;
 - Terminate the north-south bike trail through Fairview Park originating at Pacific Avenue at the north parking lot (delete the connection to Placentia Avenue);
 - Add a loop trail in Fairview Park east of Placentia Avenue connecting to the bicycle trails on the west; and
 - Deletion of the bicycle lanes along Harla Avenue since it is not continuous.

MASTER PLAN OF BIKEWAYS



LEGEND

- Bike Trail (Class 1)
- Bike Lane (Class 2)
- Bike Route (Class 3)
- Regional Trail
- City Boundary



N.T.S. Source: Austin-Foust Associates, Inc.

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EXHIBIT CIR-6

3.8 PUBLIC TRANSIT

The primary provider of public transportation in Orange County is the Orange County Transportation Authority (OCTA). The public transportation facilities within the City of Costa Mesa are described below.

PUBLIC BUS TRANSPORTATION

The OCTA is currently the only provider of public bus transportation within the City with over ten separate bus routes serving Costa Mesa. In 2000, the OCTA served approximately 57 million passenger boardings countywide.

OCTA bus ridership increased by approximately 31 percent during the period between 1990 and 2000 and the bus fleet grew from 668 vehicles to 757 vehicles during that same time period. The OCTA expects to expand bus service by another 49 percent by 2010.

A recently approved plan will change the way bus routes have traditionally been configured within the City. This plan, which took effect in September 2000, realigns most routes to travel either east/west or north/south instead of traveling in all four directions as many routes now do. New routes are proposed to serve most of the areas affected by the restructuring. Exhibit CIR-7 illustrates streets within the City that have transit service.

URBAN RAIL TRANSPORTATION

No urban rail facilities currently exist within the City. However, OCTA is in the planning stages of a light rail system that is proposed to pass through the northeast portion of the City, including a line connecting the South Coast Plaza Town Center area to the system. This project, currently referred to as The CenterLine rail system is envisioned to ultimately consist of 28 miles of rail line connecting Fullerton Transportation Center to Irvine Transportation Center, via Anaheim, Santa Ana, Orange, and Costa Mesa.

Due to the preliminary nature of the urban rail line proposals, potential long-range impacts to the City's public transportation system can not be identified with this information. Further review of final route alignments and station locations will be required as the planning for the urban rail line progresses.

3.9 GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies that address circulation are as follows:

GOAL CIR-1: TRANSPORTATION

It is the goal of the City of Costa Mesa to provide for a balanced, uncongested, safe, and energy-efficient transportation system, incorporating all feasible modes of transportation.

STREETS WITH BUS TRANSIT SERVICE



LEGEND

 BUS ROUTES



SCALE: 1"=4500'

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EXHIBIT CIR-7

Objective CIR-1A. To provide specific programs and policies that address multi-modal transportation, multi-agency coordination, mitigation of traffic impacts and the balancing of land uses with transportation systems.

- CIR-1A.1 Develop the Master Plan of Bikeways by pursuing all funding mechanisms and incorporating bikeways into roadway and bridge widening projects. Incorporate bicycle facilities (circulation and storage) into the design and development of all new commercial and industrial projects and public facilities.
- CIR-1A.2 Require dedication of right-of-way in an equitable manner for completion of adopted bikeway system as condition of development of adjacent properties.
- CIR-1A.3 Coordinate the design and improvement of pedestrian and bicycle ways in major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks with adjacent cities.
- CIR-1A.4 Include bicycle lanes on all new bridges along Master Plan of Bikeway designated arterials within or adjacent to the City. In cases where bridges are not located within the City, the City should exert its influence on responsible agencies to include such bicycle lanes. If provision of bicycle lanes is not feasible, measures should be taken to prohibit bicycle riding on bridge walkways.
- CIR-1A.5 Investigate all available operational measures, including the use of one-way streets, to improve traffic circulation and minimize delay and congestion on arterials.
- CIR-1A.6 Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.
- CIR-1A.7 Implement citywide and/or areawide transportation system improvement programs on new development and fee programs for new development.
- CIR-1A.8 Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.
- CIR-1A.9 Encourage permitted General Plan land uses which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay.
- CIR-1A.10 Allow the application of transportation management rideshare programs, integration of complementary land uses, and other methods to reduce project related average daily and peak hour vehicle trips in order to achieve consistency with allocated trip budgets.
- CIR-1A.11 Attempt to maintain or improve mobility within the City to achieve a standard level of service not worse than Level of Service "D" at all intersections under the sole control of the City. Intersection

level of service analyses for General Plan conditions shall be updated periodically and presented to City Council.

- CIR-1A.12 Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard level of service no worse than "D" at all intersections under State or joint control. Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council.
- CIR-1A.13 While the Gisler Road segment, west of Harbor, will exceed its theoretical maximum capacity, the City shall work to ensure that the future volume to capacity ratios do not exceed those identified in Table CIR-3 of the General Plan.
- CIR-1A.14 Reduce or eliminate intrusion of commuter through traffic on local streets in residential neighborhoods.
- CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety.
- CIR-1A.16 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- CIR-1A.17 Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.).
- CIR-1A.18 Council shall review the results and findings of the (SARX) study to delete the Gisler Avenue and 19th Street bridges over the Santa Ana River as needed. Upon completion of the study and approval of the changes to the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways by the OCTA Board, the City shall process a General Plan Amendment to delete the bridges from the City's Master Plan of Highways. All future development applications submitted to the City shall be reviewed in such a way that the 19th Street and Gisler Avenue bridges will not be included as mitigation measures.
- CIR-1A.19 Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.
- CIR-1A.20 Encourage Orange County Transportation Authority to downgrade Mesa Verde Drive, Baker Street west of Harbor Boulevard, and Gisler Avenue to a designation less than a Collector Street in the Master Plan of Arterial Highways.
- CIR-1A.21 Encourage Orange County Transportation Authority to downgrade Arlington Avenue between Fairview Road and Newport Boulevard to a Collector Street.

- CIR-1A.22 Encourage Orange County Transportation Authority to downgrade Baker Street between Redhill Avenue and Bristol Street, and Redhill Avenue between I-405 and Bristol Street to Primary Arterial from current Major Arterial designation.

**GOAL CIR-2:
TRANSPORTATION SYSTEM MANAGEMENT**

It is the goal of the City of Costa Mesa to provide for standard service levels at signalized intersections by constructing capacity improvements for all various modes of circulation, adopting land use intensities commensurate with planned circulation improvements and implementing traffic demand reduction programs, thereby creating a more energy efficient transportation system.

Objective CIR-2A. To coordinate efforts with other regional agencies and pursue operational improvements towards enhancing the capacity of the system of freeways and arterial highways in the City.

- CIR-2A.1 Coordinate with Caltrans for future consideration of the extension of Route 55 (the Costa Mesa Freeway) from 19th Street to the southern City boundary.
- CIR-2A.2 Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials.
- CIR-2A.3 Continue to work with Caltrans to synchronize and coordinate traffic signals on arterials at intersections controlled by Caltrans.
- CIR-2A.4 Continue to evaluate and pursue design and operational improvements (medians, driveway closures, signal synchronization or phasing, parking or turn restrictions, etc.) to improve the efficiency of intersections.

Objective CIR-2B. To promote the use of high occupancy vehicular modes of transportation in and through the City.

- CIR-2B.1 Coordinate with OCTA to construct bus turnouts at appropriate locations with attractive shelters designed for safe and comfortable use.

Objective CIR-2C. To invest capital via a rationally phased allocation process for implementing transportation projects and programs.

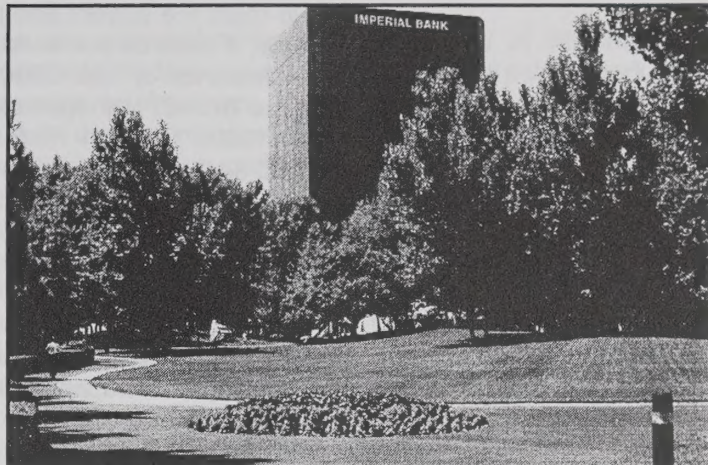
- CIR-2C.1 Support efforts to design and construct an urban rail project as it extends through Costa Mesa.
- CIR-2C.2 Complete and annually maintain a needs assessment for traffic service levels and traffic safety. Develop and annually update a priority list of improvement projects, with priorities based on 1) correcting identified hazards; 2) improving/maintaining peak hour traffic volumes; 3) improving efficiency of existing infrastructure utilization; and 4) intergovernmental coordination.

Objective CIR-2D. To ensure that the transportation related impacts of development projects are mitigated to the fullest extent possible, in conformance with transportation related policies.

- CIR-2D.1 Circulation improvements required to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measurable traffic shall be completed within three years of issuance of the first building permit for said project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts.
- CIR-2D.2 Construction of circulation improvements for phased development projects may be constructed commensurate with the project construction based upon the findings of a traffic study approved by the City of Costa Mesa.
- CIR-2D.3 A traffic impact fee shall be maintained for circulation system improvements to the Master Plan of Highways within the community and updated annually.
- CIR-2D.4 Require discussion of transit service needs and site design amenities for transit ridership in EIRs for major projects.
- CIR-2D.5 Require discussion of transportation system management (TSM) and transportation demand management (TDM) measures in all EIRs prepared for major projects.

Growth Management: Refer to Goal GM-1, Objective GM-1A and Policies GM-1A.1 through GM-1A.6 found in the Growth Management Element.

CHAPTER 4
GROWTH MANAGEMENT ELEMENT



CHAPTER 4

GROWTH MANAGEMENT ELEMENT

4.1 PURPOSE

The purpose and intent of this Element is to mandate that growth and development be based upon the City's ability to provide an adequate circulation system and public facilities pursuant to the Orange County Division, League of California Cities *Countywide Traffic Improvement and Growth Management Plan Component*.

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, which provides funding to Orange County for needed transportation improvements over a 20-year period through the imposition of a one-half cent retail sales tax. Portions of the monies received from the new sales tax revenue will be returned to Orange County jurisdictions for local and regional transportation improvements, subject to the jurisdiction's acquisition and retention of an eligible status for Measure M revenues.

To qualify for Measure M funds, the City of Costa Mesa must comply with the Countywide Growth Management Program component requirements and have an established policy framework for the required Growth Management Program through the adoption of a Growth Management Element.

The Growth Management Element must: 1) establish policy statements that identify traffic levels of service (LOS); 2) commit the City to implement a development mitigation program; and 3) commit the City to implement a development phasing and monitoring program.

4.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

A major goal of the Growth Management Element is to ensure that the planning, management and implementation of traffic improvements and public facilities are

adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the 2000 General Plan, as required by State law. Therefore, the Growth Management Element does not replace or supercede any of the other 2000 General Plan elements; instead, the Growth Management Element addresses, amplifies and supports traffic LOS and public facility standards that are included in the other 2000 General Plan elements and establishes new standards, where necessary. The Growth Management Element also serves to augment development mitigation, development phasing and annual monitoring discussions in other 2000 General Plan elements.

The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals and policies. In addition, this Element has been designed to minimize duplication between Measure M and Congestion Management Program (CMP) requirements. The Growth Management Element is the most current expression of City growth management policies. While there is a certain amount of overlap with the other 2000 General Plan elements, the Growth Management Element is the key resource document for growth management concerns.

4.3 SUMMARY OF EXISTING CONDITIONS

RELATED PLANS AND PROGRAMS

Many federal, state, regional and Orange County plans and laws affect growth management in the City of Costa Mesa. They include the Orange County Growth Management Plan, the Southern California Association of Governments (SCAG) Growth Management Plan, South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), State Assembly Bill 471 (Proposition 111- Congestion Management), and Measure M (Orange County). Of all of these, Measure M will have the most direct and significant impact upon the City's Growth Management Plan.

4.4 KEY ISSUES

As the City of Costa Mesa reaches buildout, some assurances need to be made with regard to the community's infrastructure capacity and the adequacy of public services to support the existing and future land uses. The following represents growth management issues affecting the City of Costa Mesa, including rapid growth, traffic congestion and transportation facilities.

- ◆ Impacts of growth in portions of the City of Costa Mesa, and growth in adjacent jurisdictions and greater Orange County have created the need for a regional approach to transportation growth management.
- ◆ A significant portion of transportation problems in the County stem from the inadequate capacity of the freeway system to service peak period travel demands. This lack of capacity results in poor levels of service characterized by severe congestion and low travel speeds during peak hours.

- ◆ Arterial highways are intended to handle the majority of intra-regional traffic and complement the freeway system and local street network. As congestion increases on freeways, more drivers will use the arterial system, particularly those that parallel the freeways or those arterials serving the same trip destination as the freeway.
- ◆ Traffic congestion in Costa Mesa is as much a regional problem as it is a local problem. The development that occurs in neighboring jurisdictions and throughout the County affects the freeways and many of the arterials that traverse the City of Costa Mesa. Thus, it is not possible for the City of Costa Mesa to fully address growth management issues in isolation, but instead, requires coordination and cooperation from neighboring jurisdictions.
- ◆ The need to develop standards (e.g., level of service, ICU, trip budgets) to ensure that the necessary transportation infrastructure is adequately provided.
- ◆ The need to appropriately phase transportation infrastructure enhancements with the timing of new development.
- ◆ The need to ensure that transportation infrastructure is adequately funded.

4.5 DESCRIPTION OF GROWTH MANAGEMENT PLAN

GROWTH MANAGEMENT PLAN

The City's Growth Management Plan includes all of the components required for "developed communities" by Measure M, the Traffic Improvement and Growth Management Ordinance. Additional implementation programs independent of this Element will be required in order to implement the Growth Management Plan.

TRAFFIC LEVEL-OF-SERVICE GOALS

Policy GM-1A.2 of this Element requires that development sponsors make necessary improvements to the circulation system, where affected by their development, so as to maintain acceptable Levels of Service (LOS) at intersections and on roadway links under City control. Roadway expansions will be planned as part of the Capital Improvement Program and phased according to the Comprehensive Phasing Program. The LOS goals will be incorporated into conditions of approval and monitored annually through the Performance Monitoring Program.

Achievement of the adopted Levels of Service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.

DEVELOPMENT MITIGATION PROGRAM

The City has established a Development Mitigation Program based on Orange County Transportation Authority (OCTA) timetables to ensure that all new development pays its share of needed transportation improvements to the City's roadway network associated with that development. Participation is on a pro-rata basis and is required of all development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

The City continues to work to facilitate coordination of this program through inter-jurisdictional forums in order to determine minimally acceptable impact fees for application within the Growth Management Areas (GMA). The City receives credit for existing traffic mitigation fee programs with regard to the GMA base level fee.

COMPREHENSIVE PHASING PROGRAM

The City has prepared a Comprehensive Phasing Program (CPP) based on OCTA timetables. The purpose of this program is to ensure to the extent feasible that adequate infrastructure (roadways, utilities) is constructed as development occurs by linking the ability of the development to proceed to either construction of the improvement(s) by others, construction of the improvement(s) by the developer, or by the developer's timely provision of the appropriate funding to the City so that the provision of these facilities is in balance with demand.

While the Comprehensive Phasing Program provides plans for new facilities, the Performance Monitoring Program provides an annual evaluation of compliance with phasing plans in order for development to continue. The Comprehensive Phasing Program provides reasonable lead time (three years from first building permit or five years from first grading permit) to design and construct specific transportation improvements.

DEVELOPMENT PHASING AND PERFORMANCE MONITORING PROGRAM

The City has prepared a Development Phasing and Performance Monitoring Program based on OCTA timetables. This program establishes a system for annual evaluation of compliance with newly approved development phasing allocations. Under this program, roadway and other transportation facility improvements or fundings must actually be provided in order for new development to continue.

The program provides an annual evaluation of the maintenance of transportation service levels. Annual traffic reports prepared under this program shall utilize data collected within three (3) months of preparation of the report. In the event that the program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.

CAPITAL IMPROVEMENT PLANS

The City has adopted a Capital Improvement Program for transportation systems improvements to effectively manage the system based on OCTA timetables. The purpose of the Capital Improvement Plan is to estimate future development over

a seven-year period and determine the necessary infrastructure and associated costs required for the new development. The Capital Improvement Plan is closely linked with the Comprehensive Phasing Plan.

The City has determined the capital projects needed to meet and maintain both the City's adopted Traffic Level of Service and Performance Standards. Capital financing programming is based on proposed development to be constructed during (at a minimum) the following seven-year period. The CIP includes approved projects and an analysis of the costs of proposed projects as well as a financing plan for providing the improvements.

INTER-JURISDICTIONAL COOPERATION

The City of Costa Mesa has become involved in inter-jurisdictional coordination for various purposes, including:

- ◆ Cooperating with the County of Orange, the Orange County Transportation Authority (OCTA), and other local jurisdictions through the Regional Advisory and Planning Council (RAPC), or other appointed bodies, on the implementation of Measure M and the development of future revisions.
- ◆ Working with inter-jurisdictional forums (such as the City-County Coordinating Committee) to make sure that the City's fees are consistent with minimally acceptable impact fees for application within the larger Growth Management Area.
- ◆ Participating in the inter-jurisdictional planning forums at the Growth Management Area (GMA) level to discuss implementation of traffic improvements, cooperative land use planning, and appropriate mitigation measures for developments with multi-jurisdictional impacts.
- ◆ Working with the inter-jurisdictional forums to develop strategies for bringing about greater jobs/housing balance at the subregional level.
- ◆ Cooperating with the County of Orange in implementing the facility implementation plans and collaborating in the Development Phasing and Performance Monitoring Program.
- ◆ Cooperating with State, County, and local governments in planning and implementing the City's Circulation Element, and coordinating efforts to ensure orderly development.
- ◆ Coordinating population, housing, employment and land use projections with the State Department of Finance, SCAG, the County of Orange Development Monitoring Program, school and water districts.

COMPREHENSIVE DEVELOPMENT PLANS FOR LARGE PROJECTS

Costa Mesa requires that any new large developments prepare a master plan and environmental impact analysis. This allows the City to anticipate the impacts of large projects prior to development of any portion, and permits more time to plan for public services and facilities needed to support the projects.

COORDINATION WITH ADJACENT JURISDICTIONS

Apart from coordination with subregional or inter-jurisdictional forums (such as the City-County Coordinating Committee), the City separately works with other cities and agencies in the immediate area to develop mutual agreements for review and possible conditioning of development projects.

4.6 GOALS, OBJECTIVES AND POLICIES

The following goals and policies are designed to meet all the Growth Management Element requirements for Developed Communities as set forth by Measure M and elaborated by the Countywide Growth Management Program Implementation Manual.

GOAL GM-1: GROWTH MANAGEMENT

It is the goal of the City of Costa Mesa to reduce traffic congestion and to ensure that adequate transportation facilities are provided for existing and future residents of the community through effective and comprehensive growth management practices consistent with the Land Use Element.

Objective GM-1A. To provide and maintain a circulation system that operates within established traffic level of service standards.

- GM-1A.1 Recognizing the constraints of existing physical development conditions, the City shall strive to achieve a balance of land uses whereby residential, commercial, industrial and public land uses are proportionally balanced.
- GM-1A.2 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.
- GM-1A.3 The established level of service standard shall not apply to intersections under the jurisdiction of another city, the County of Orange or the State of California or to intersections included on the Deficient Intersection List as established by Congestion Management Program (CMP) and/or the City.
- GM-1A.4 Every new development project shall pay its share of costs associated with the mitigation of project generated impacts.
- GM-1A.5 New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project.
- GM-1A.6 The City's seven year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the established level of service standard.

Development Phasing and Performance Monitoring Program. Refer to Goal LU-1, Land Use Objective LU-1E.4 found in the Land Use Element.

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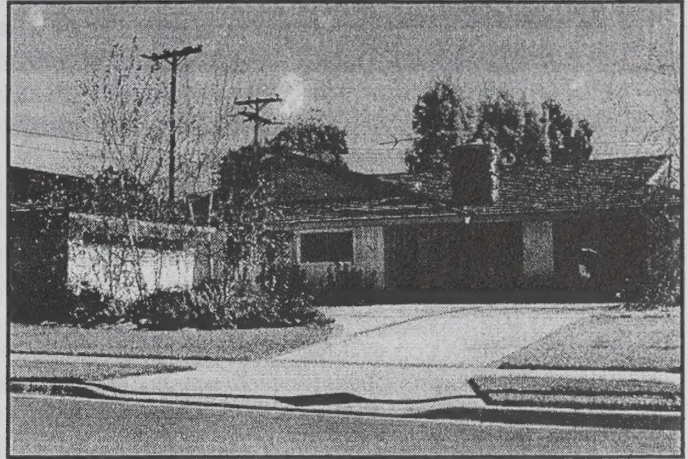
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CHAPTER 5

HOUSING ELEMENT



CHAPTER 5

HOUSING ELEMENT

Accommodating the housing needs of the State of California is an important goal for the City of Costa Mesa, regional agencies and State agencies. As the population of the State continues to grow and pressure on resources increase, Costa Mesa is concerned with providing adequate housing opportunities while maintaining a high standard of living for all citizens in the community.

Recognizing the importance of providing adequate housing, the State has mandated a Housing Element within every General Plan since 1969. The City of Costa Mesa adopted its first Housing Element in April 1971 and has continued to work towards the needs of the State, region and community. Changes in market conditions and state legislation resulted in amendments to the City's Housing Element in 1974, 1978, 1980, 1988 and 1992. This Housing Element (1998-2005) was created in compliance with State General Plan law pertaining to Housing Elements and was certified by the California Department of Housing and Community Development in July 2000.

5.1 PURPOSE

The State of California has declared that "the availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." In addition, government and the private sector should make an effort to provide a diversity of housing opportunity and accommodate regional housing needs through a cooperative effort, while maintaining a responsibility toward economic, environmental and fiscal factors and community goals within the general plan.

Further, State Housing Element law requires "An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs." The law requires:

- ◆ An analysis of population and employment trends.
- ◆ An analysis of the City's fair share of the regional housing needs.
- ◆ An analysis of households characteristics.
- ◆ An inventory of suitable land for residential development.
- ◆ An analysis of governmental and non-governmental constraints on the improvement, maintenance and development of housing.

- ◆ An analysis of special housing needs.
- ◆ An analysis of opportunities for energy conservation.
- ◆ An analysis of publicly-assisted housing developments that may convert to non-assisted housing developments.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules which promote preservation, improvement and development of diverse types and costs of housing throughout Costa Mesa.

ORGANIZATION

Costa Mesa's Housing Element is organized into three primary sections:

- ◆ **Summary of Existing Conditions:** This section includes a housing needs assessment, an inventory of resources and a section discussing constraints, efforts and opportunities.
- ◆ **Housing Issues/Trends:** This section includes a discussion of State issues and policies, regional housing policies, Orange County housing policies and Costa Mesa's housing issues and strategies.
- ◆ **Housing Program:** This section identifies housing goals, policies and objectives. Funding sources are identified and schedules for implementation are set forth. In addition, a quantified objectives summary is provided.

5.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

State Law requires that "...the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies..." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement and development of housing within the City.

This Housing Element is part of a comprehensive update of the Costa Mesa General Plan. All elements of the Costa Mesa General Plan have been reviewed for consistency and completed in coordination with the Housing Element.

CITIZEN PARTICIPATION

The City of Costa Mesa has made diligent efforts to solicit public participation pertaining to the formulation of the Housing Element since its initial adoption in 1971. The City's 1990 General Plan Update included workshops, surveys, public review and citizen participation between 1988 and 1992. Additionally, public input has been gathered through specific plans and neighborhood improvement plans.

Public participation for the 1998-2005 Housing Element has included a series of study sessions, public workshops and public hearings. In addition, a public review draft was prepared and made available to the community for a 45-day

review period. The public review draft was sent to Orange County Housing Authority (OCHA), non-profit organizations and various service providers. The public review draft included comments received from City Staff and Planning Commission Study Sessions.

REVIEW OF PREVIOUS ELEMENT

State law requires the City of Costa Mesa to review its Housing Element in order to evaluate:

- 1) "The appropriateness of the housing goals, objectives and policies in contributing to the attainment of the state housing goal."
- 2) "The effectiveness of the Housing Element in attainment of the community's housing goals and objectives."
- 3) "The progress of the city, county, or city and county in implementation of the Housing Element."

The remainder of this section fulfills this State requirement.

APPROPRIATENESS

Attainment of the State's housing goal is approached by passing down gross allocations of housing unit goals to regional governments, which in turn allocate the housing unit goals to counties and cities. The document produced by regional governments that allocates housing unit goals is referred to as the "Regional Housing Needs Assessment" (RHNA's). Due to a lack of State funding, regional governments did not produce a RHNA between 1994 and 1998. The last funded RHNA was in 1988 from the Southern California Association of Governments (SCAG) which set forth a housing goal of 614,289 units for its six county region between 1988 and 1994. Since there was not a RHNA between 1994 and 1998, the 1988 RHNA remains effective through the end of 1997. The most current 1998 to 2005 RHNA is discussed in Section 2.1-Housing Needs Assessment, Page 25.

According to the California Department of Finance (DOF) housing unit estimates, the SCAG region was able to achieve 71.2 percent of the goal through new construction.

TABLE HOU-1
RHNA ACHIEVEMENT LEVELS FOR THE SCAG REGION BY COUNTY (1989-1998)

Jurisdiction	RHNA Goal	Actual Construction	Level of Achievement
Los Angeles County	291,983	123,696	42.4%
Orange County	99,808	93,518	93.7%
Riverside County	97,080	119,923	123.5%
San Bernardino County	92,656	70,548	76.1%
Ventura County	29,131	23,773	81.6%
Imperial County	3,632	6,209	171.0%
SCAG REGIONAL TOTAL	614,290	437,667	71.2%

Source: SCAG 1988 RHNA, Department of Finance.

During 1989 to 1994, the City of Costa Mesa was able to achieve 58.4 percent of the RHNA goal through new construction. This is less than the level of achievement for Orange County (93.7 percent) and comparable to the SCAG six-county region (71.2 percent). When compared to the five surrounding cities, Costa Mesa reached an above average level of achievement.

**TABLE HOU-2
RHNA ACHIEVEMENT LEVELS FOR THE SCAG REGION
BY COSTA MESA AND SURROUNDING JURISDICTIONS (1989-1998)**

City	Goal	Actual Construction	Level of Achievement
Costa Mesa	3,963	2,315	58.4%
Fountain Valley	708	370	52.3%
Huntington Beach	6,228	3,868	62.1%
Irvine	13,188	9,416	71.4%
Newport Beach	2,062	2,159	104.7%
Santa Ana	5,931	0	0.0%
TOTAL	32,080	18,128	56.5%
Source: SCAG 1988 RHNA, Department of Finance.			

Housing markets within the SCAG region, like most metropolitan markets in the State, did not keep pace with anticipated demands, partly due to the effects of the recession in the early to mid-1990s. However, the housing markets have started to rebound over the last few years and some areas are beginning to benefit.

EFFECTIVENESS

The effectiveness of Costa Mesa's Housing Program, in regards to meeting regional housing needs, can be measured by a level of achievement. The level of achievement is simply the actual construction divided by the RHNA GOAL. However, many uncontrollable factors influence the City's effectiveness, such as market recessions, available programs, available lenders, available developers and the political climate.

With the addition of rehabilitated and conserved units, the City created 3,448 housing units between 1989 and 1998, the effective dates of the most recent RHNA. Costa Mesa achieved 87.0 percent of its RHNA objective. In addition, the City achieved 71.4 percent of its affordable unit goals and 96.9 percent of its market rate unit goals in the 1989-1998 period. When considering the effects of the recession and other uncontrollable factors, Costa Mesa's was effective in meeting a fair share of the most recent regional housing needs.

Due to a lack of funding, the last RHNA period was 1988 to 1994, but was extended for an additional six years to June of 2000. However, less detailed information is available for the 1994-1999 period, due to lessened reporting requirements. Consequently, the past effectiveness of Costa Mesa Housing Program is further measured in the 1988 to 1994 period.

**TABLE HOU-3
COSTA MESA RHNA ACHIEVEMENTS (1989 – 1998)**

	Very Low-Low Income Groups	Moderate-Above Moderate Income Groups	TOTAL
New Construction	579	1,736	2,315
Rehabilitation	344	616	960
Conservation/Preservation	173	0	173
Total	1,096	2,352	3,448
RHNA Goal	1,536	2,427	3,963
Level of Achievement	71.4%	96.9%	87.0%

Source: 1988 SCAG RHNA, City Council Agenda Report: 1995 Annual Review of the General Plan, Annual Consolidated Plan and CHAS Performance Reviews.

The City was effective in meeting affordable and market rate unit goals between 1988 and 1991 and then housing creation experienced a fairly severe downfall between 1991-1992 and 1994. For example, 500 affordable units were constructed between 1988 and 1991 (92.9 percent level of achievement) and only 113 affordable units were constructed between 1991-1992 and 1994 (14.2 percent level of achievement). The downfall of housing was not exclusive to affordable units. Only 247 market rate units were constructed between 1991-1992 and 1994 (22.5 percent level of achievement).

Also, the number of affordable housing units created was much less than the number of market rate housing units between 1988 and 1994. The insufficient number of affordable units mainly occurred in two housing programs: 1) Affordable Incentive Program - The production of affordable units dropped between 1991 and 1992 and the City was unable to meet the objective in subsequent years and, 2) Single Room Occupancy (SRO) Program - the program did not perform as anticipated in the first two years (1991-1993). Since the number of affordable housing units dropped at roughly the same time as the market rate unit production which had been successful between 1988 and 1991, it appears that the lack of affordable housing units was mostly due to market forces.

**TABLE HOU-4
HOUSING PRODUCTION COMPARED TO HOUSING ELEMENT OBJECTIVES**

Housing Program	1988-1989		1989-1990		1990-1991		1991-1992		1992-1993		1993-1994	
	Act.	Obj.	Act.	Obj.	Act.	Obj.	Act.	Obj.	Act.	Obj.	Act.	Obj.
Affordable Incentive	64	35	37	70	40	60	13	60	0	60	0	60
Granny/Accessory	1	10	6	10	4	5	2	5	2	5	0	5
SRO	0	0	0	0	0	0	0	250	0	150	96	150
Harbor Village	288	288	60	60	0	0	0	0	0	0	0	0
<i>Affordable Subtotal</i>	<i>353</i>	<i>333</i>	<i>103</i>	<i>140</i>	<i>44</i>	<i>65</i>	<i>15</i>	<i>315</i>	<i>2</i>	<i>265</i>	<i>96</i>	<i>215</i>
Apartment Infill	87	25	44	25	39	50	51	50	28	25	5	25
Market Rate Housing	426	500	453	550	573	400	137	300	83	400	27	400
<i>Market Rate Subtotal</i>	<i>513</i>	<i>525</i>	<i>497</i>	<i>575</i>	<i>612</i>	<i>450</i>	<i>188</i>	<i>350</i>	<i>111</i>	<i>425</i>	<i>32</i>	<i>425</i>
Total New Housing	866	858	600	715	656	515	203	665	113	690	128	640

Source: City Council Agenda Report: Annual Review #3 of the 1990 General Plan.

PROGRESS OF COSTA MESA'S HOUSING PROGRAM

The following table provides an overview of Costa Mesa's Housing Programs.

**TABLE HOU-5
HOUSING PROGRAM OVERVIEW (MARCH 1999)**

Housing Program Action	Current Status
Zoning Enforcement	On-going enforcement through Code Enforcement Division and contract Housing Safety Enforcement through the Housing and Community Development Division, in order to preserve existing neighborhoods.
Development Review	On-going through the Planning Division, in order to protect residential uses from incompatibility.
Public Nuisance Abatement	On-going through various divisions and departments
Housing Rehabilitation	On-going assistance through the Housing and Community Development Division for both rental and owner-occupied units. Also the Housing and Community Development Division provides assistance with the purchase and rehabilitation of rental units by non-profit organizations to operate as affordable to Low and Very-low income tenants. Since 1993, 140 units have received rental rehabilitation loans, 36 units have received single-family loans and 296 have received single-family (including mobile homes) grants.
Mobile Home Park Preservation	Financial assistance is on-going. The program has provided grants to 173 mobile homes between 1991 and 1998. The zoning code does require a CUP for conversion to another land use. Additional work on relocation assistance standards is needed.
Incentives for Affordable Housing	Implementing ordinance has been adopted: 154 units have been created since 1989.
Manufactured Housing	Standards incorporated into zoning code offer development review streamlining through staff level processing; adopted May 1998
Granny Flats	Implementing ordinance has been adopted; 2 units were constructed in 1998 and 15 units were constructed between 1989 and 1994.
Federal/State Housing Programs	On-going
Housing Assistance	On-going Section 8 and voucher assistance through OCHA, 478 households assisted as of September 1999; the Housing and Community Development Division established the Tenant Based Assistance (TBA) program using HOME and Redevelopment matching funds between 1994 and 1996. The TBA program provided rental assistance to 19 Very-low income households referred by social service agencies.
Shared Housing	On-going referrals, approximately 100 households are matched per year or 9-12 households a month, resulting in approximately 900 households matched between 1989 and 1998.
Zoning Ordinance Review	Reduced impacts on housing costs through a Zoning Administration Ordinance that increased the level of staff action and streamlines development review. Adopted May; 1998
Opportunities for First-Time Homebuyers (FTHB)	Small lot single-family standards have been adopted. The Housing and Community Development Division has established a Mortgage Credit Certificate Program for first-time homebuyers. The City assisted 6 FTHB since the inception of the program in November 1998 and until April 1999.

**TABLE HOU-5
HOUSING PROGRAM OVERVIEW (MARCH 1999) - CONTINUED**

Housing Program Action	Current Status
Land Acquisitions	The Housing and Community Development Division is currently negotiating with Habitat for Humanity regarding surplus property for residential development – a total of 4 units.
Mixed Use Developments	The General Plan allows a mix of commercial and residential uses within numerous land use districts. 154 SRO units were created in a mixed use zone.
Housing Supply Impact Assessment	On-going
Rezone Review	On-going
Development Monitoring Program	On-going
CDBG Funding for Homeless Shelter	On-going assistance
Adequate Sites	Inventory updated November 1999 and is available as a Technical Appendix
Single-Room Occupancy Hotels	Policy has been adopted; two projects are completed and occupied for a total of 154 units
Fair Housing Assistance	The City is a member of a region-wide effort to ensure equal access to housing. Generally, activities have included investigation, resolution and education
Incentives for Affordable Special Needs Housing	Some research done but no further progress; accessibility is now required through ADA standards. A 50 percent density increase for construction of very-low income senior housing is provided in the density bonus program. In 1994-1995, the City provided \$254,920 for ADA compliance and commissioned a \$50,000 study in 1991-1992.
Condominium Conversion	On-going
Mobile Home Park Conversion Guidelines	Initial research completed; but no further progress
Cooperative Housing Programs	No progress other than approval of two SRO's for a total of 154 units.
Harbor Village (formerly Fairview Hospital Housing Project)	368 low income units are built and occupied; there is an on-going monitoring of lease agreements.
Density Bonus Compliance Monitoring	Annual review conducted in March to ensure compliance.
Source: City Council Agenda Report: Annual Review #7 of the 1990 General Plan, March 23, 1999.	

The Housing and Community Development Division of the City of Costa Mesa has played an integral role in housing opportunities in the community. The Division utilizes Community Development Block Grant (CDBG) funds, HOME funds and Redevelopment funds for various housing activities within the community. In addition, the Housing and Community Development Division provides single-family loans, rental rehabilitation loans, single-family grants (including mobile homes), homeowner new construction programs and first-time homebuyer assistance.

In summary, Costa Mesa has been effective throughout the years in achieving the goals of the Housing Program. A variety of housing types have been accommodated and ensured through actions such as Mobile Home Park Preservation, Manufactured Housing, Granny Flats, Single Room Occupancy (SRO's) Hotels and Condominium Conversions. In addition, a number of affordable units have been preserved and created through actions within the Housing Program, such as Housing Rehabilitation, Housing Assistance, Opportunities for First-Time Homebuyers, Land Acquisitions, SRO's and the Harbor Village Project (formerly the Fairview Housing Project).

However, a few actions need additional work. For example, Mobile Home Parks will require additional work on relocation assistance standards and conversion guidelines. In addition, more action is needed with the Incentives for Affordable special needs housing. Future efforts should include more investigation and reporting for this program.

5.3 SUMMARY OF EXISTING CONDITIONS

The purpose of this section is to summarize and analyze the existing housing conditions in Costa Mesa. The section consists of two major sections: Section 2.1 - Housing Needs Assessment - an analysis of population trends, Employment Trends, Household Trends and Special Needs, and Section 2.2 - Inventory of Resources - an analysis of existing housing characteristics, housing conditions, vacancy trends, housing costs and availability, coastal zone housing, neighborhood and community resources, "at-risk housing" and suitable lands for future development.

HOUSING NEEDS ASSESSMENT

It is important when evaluating housing needs to analyze demographic variables, such as population, employment, and households, in order to assess the present and future housing needs of the City of Costa Mesa. This section utilizes sources, such as the 1970-1990 U.S. Census Reports, State Department of Finance (Demographic Research Unit), Southern California Association of Governments (SCAG) and National Decision Systems. See the Appendix for a complete list of data sources.

POPULATION TRENDS

Orange County or the Orange County Primary Metropolitan Statistical Area (PMSA) is part of the Los Angeles Consolidated Metropolitan Statistical Area (CMSA) that also consists of the Los Angeles-Long Beach PMSA, Riverside-San Bernardino PMSA and Ventura County PMSA. Currently, the Los Angeles CMSA has a population of 16,402,483, of which, Los Angeles County represents 59.5 percent. Los Angeles County's proportion of the larger CMSA has consistently decreased over the 1960-1999 period. For example, Los Angeles County accounted for 77.9 percent of the CMSA in 1960. As Los Angeles County's proportion of the CMSA population decreased, other Counties, have increased their share of the population.

Movement of the population from the central Los Angeles County to adjacent counties resulted in proportionate booms initially in the coastal counties and more recently in the inland counties. In 1960, Orange County's population was

703,925 and quickly doubled over ten years to reach a population of 1,421,233 in 1970. Between 1960 and 1970, Orange County and Ventura County were the two largest proportionate gainers in the six county CMSA. Since 1970, the two counties have experienced a slower rate of growth consistently from around ten percent per year to just over one percent per year. More recently, the largest gains are being recorded in the inland counties: Riverside and San Bernardino. However, proportionate increases have slowed for all counties over the last nine years. The Orange County PMSA remains the second largest PMSA in the Los Angeles CMSA.

**TABLE HOU-6
REGIONAL POPULATION TRENDS**

County	1960	1970	1980	1990	1999
Los Angeles	6,038,771	7,041,980	7,477,238	8,863,164	9,757,542
Orange Co.	703,925	1,421,233	1,932,921	2,410,556	2,775,619
Riverside	306,191	456,916	663,199	1,170,413	1,473,307
San Bernardino	503,591	682,233	895,016	1,418,380	1,654,007
Ventura	199,138	378,497	529,174	669,016	742,008
TOTAL	7,751,616	9,980,859	11,497,548	14,531,529	16,402,483

Source: 1960-1990 Censuses and Department of Finance, Demographic Research Unit.

The City of Costa Mesa is surrounded by five cities: Fountain Valley, Huntington Beach, Irvine, Newport Beach and Santa Ana. Costa Mesa and its surrounding cities play a significant role in meeting the housing needs of Orange County and the greater Los Angeles Consolidated Metropolitan Statistical Area (CMSA). These cities contained 36.5 percent of the County population in 1990.

Between 1980-1999, Santa Ana and Irvine experienced the largest numerical and proportionate gains for the six city area, but Costa Mesa also experienced fair amounts of population gains. In 1999, Costa Mesa ranks fourth among the six cities with a total population of 105,608 persons, while ranking third in numerical change between 1980 and 1999. Also, Costa Mesa experienced 2.2 percent of the six city growth between 1970 and 1980 which increased to 9.3 percent of the growth between 1980 and 1999.

**TABLE HOU-7
POPULATION TRENDS – COSTA MESA AND SURROUNDING CITIES (1970-1999)**

City	1970	1980	1990	1999	Change (1980-1999)	
					Number	Percent
Costa Mesa	72,660	82,562	96,357	105,608	23,046	27.9%
Fountain Valley	31,886	55,080	53,691	56,445	1,365	2.5%
Huntington Beach	115,960	170,505	181,519	196,660	26,155	15.3%
Irvine	N/A	62,134	110,330	136,577	74,443	119.8%
Newport Beach	49,582	62,556	66,643	73,965	11,409	18.2%
Santa Ana	155,710	203,713	293,742	314,990	111,277	54.6%
TOTAL	425,798	636,550	802,282	884,245	247,695	38.9%

Source: 1970-1990 Censuses and Department of Finance, Demographic Research Unit.

Much like the rest of Orange County, Costa Mesa had a population boom in the 1960's with average annual growth rates around ten percent. Since 1970, population growth became more moderate and steady with rates above one percent. There were 105,608 persons estimated to reside in the City, according to the Department of Finance as of January 1, 1999. The current estimate represents a numeric change of 9,251 persons since 1990 or 2.5 percent of the total County growth of 365,063 persons. The population is anticipated to reach 107,700 in 2004, which represents an annual growth rate of 0.4 percent. The projected gains represent approximately 0.9 percent of the county growth anticipated between 1999 and 2004.

**TABLE HOU-8
CITY OF COSTA MESA POPULATION TRENDS (1950-2005)**

Year	Total Population	Numeric Change	Percent Change	Annual Percent Change
1950	11,844			
1960	37,550	25,706	217.0%	21.7%
1970	72,660	35,110	93.5%	9.4%
1980	82,562	9,902	13.6%	1.4%
1990	96,357	13,795	16.7%	1.7%
1999	105,608	9,251	9.6%	1.1%
2005	108,118	2,510	2.4%	0.4%

Source: 1950-1990 Censuses, Department of Finance, SCAG.

Currently, 39.4 percent of the population in the City of Costa Mesa is between the ages of 25-44. The 35-44 age group experienced the largest numeric growth between 1990 and 1999. In the same time period, the 18-34 age group decreased by 8,616 persons, which implies strong out-migration of younger populations. In addition, 12.8 percent of the population was between 45 and 54 years of age and this age group was the second largest numeric gainer. Some of the largest proportionate growth is in the 75 plus age groups. The median age in 1999 is 35.3 years, compared to the current national median age of 35.4 years.

According to the 2000 U.S. Census, the City population is comprised of white (56.8 percent), Hispanic or Latino (31.8), Asian (6.8 percent), black or African-American (1.2 percent), American Indian and Alaska Native (0.3 percent), or other race. In addition, the 2000 U.S. Census reports that 51 percent of the population is male and 49 percent is female.

Since 1970, City, County and State median age figures closely paralleled each other with no more of a difference than 1.5 years. In 1980, the state median age was 30.0 years, while the City and County median ages were 28.9 years and 29.5 years, respectively. Each of the jurisdictions have steadily increased in median age much like the rest of the nation.

Population Trends Conclusions

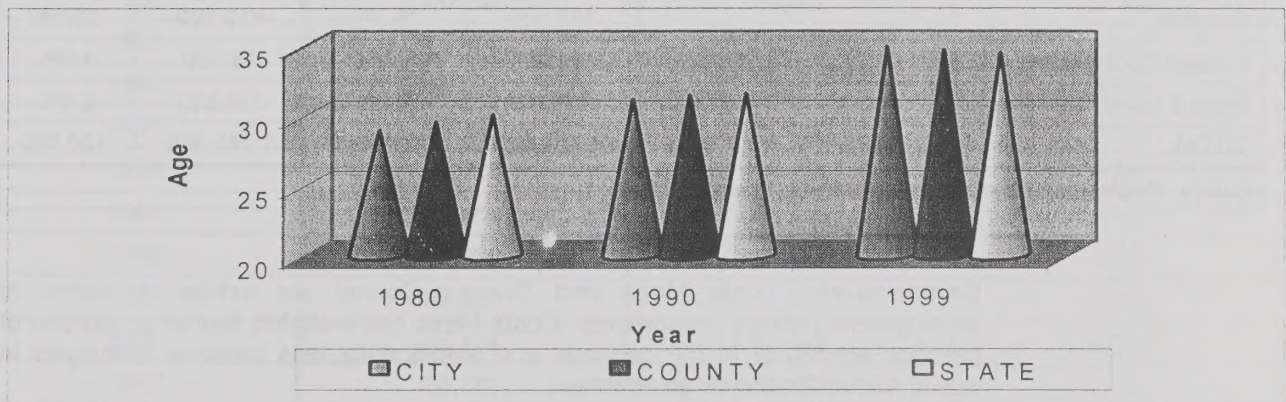
After populations boomed into Ventura and Orange County in the 1960's, the rate of population growth decreased in the coastal counties. The slower growth rates can be attributed to the increased pressure on the diminishing availability of residential land. In addition, a recession in the early 1990's played a significant role in slowing housing construction.

**TABLE HOU-9
POPULATION BY AGE GROUPS (1990-1999)**

Age Group	1990		1999		Change	
	Number	Percent	Number	Percent	Number	Percent
Less Than 4 Years	6,699	6.9%	6,843	6.5%	144	2.1%
5-14 Years	9,454	9.8%	13,412	12.7%	3,958	41.9%
15-17 Years	2,670	2.8%	3,052	2.9%	382	14.3%
18-24 Years	13,260	13.8%	9,410	8.9%	- 3,850	-29.0%
25-34 Years	25,349	26.3%	20,583	19.5%	-4,766	-18.8%
35-44 Years	15,212	15.8%	20,995	19.9%	5,783	38.0%
45-54 Years	8,808	9.1%	13,550	12.8%	4,742	53.8%
55-64 Years	7,015	7.3%	7,709	7.3%	694	9.9%
65-74 Years	4,888	5.1%	5,587	5.3%	699	14.3%
75-84 Years	2,278	2.4%	3,189	3.0%	911	40.0%
Greater Than 85 Years	724	0.7%	1,278	1.2%	554	76.5%
TOTAL	96,357	100.0%	105,608	100.0%	9,251	9.6%
Median Age	31.1 Years		35.3 Years		4.2	13.5%

Source: 1990 Census, National Decision Systems.

**CHART HOU-1
MEDIAN AGE COMPARISONS (1980-1999)**



Despite the recession, Costa Mesa has played a significant role in accommodating the housing needs of the region with fair amounts of population gains through 1999. This trend is likely to continue. Accommodating future population gains through various housing types will be an increasing challenge for the City, especially as the City approaches build-out.

Over the last nine years, the City has experienced significant out-migrations of younger populations (18-34 age group) and a growing family environment (35-44 and 5-14 age groups). In addition, senior populations have also grown over the last nine years. Consequently, the City must attempt to accommodate the

changing housing needs of these specific demographic groups through a variety of housing types, such as smaller bedroom sizes for senior populations and ownership opportunities for families.

EMPLOYMENT TRENDS

According to the California Employment Development Department (EDD), the Orange County labor force consisted of 1,179,200 persons in 1990 and was estimated at 1,342,400 persons in 1999. This represents an annual average increase of 1.5 percent or 163,200 jobs. Services are the largest industry in the County, followed by retail trade and durable manufacturing. The three industries combined for 59.7 percent of the County labor force.

**TABLE HOU-10
ORANGE COUNTY EMPLOYMENT BY INDUSTRY (1990-1999)**

Type of Industries	1990		1999	
	Number	Percent	Number	Percent
Total Farm	6,600	0.6%	6,200	0.5%
Mining	1,200	0.1%	800	0.1%
Construction	57,200	4.9%	71,700	5.3%
Manufacturing (durable)	174,700	14.8%	164,200	12.2%
Manufacturing (non-durable)	69,300	5.9%	76,100	5.7%
Transportation, Communication, and Utilities	36,400	3.1%	49,400	3.7%
Wholesale Trade	81,400	6.9%	101,600	7.6%
Retail Trade	217,600	18.5%	224,300	16.7%
Finance, Insurance & Real Estate	96,000	8.1%	102,500	7.6%
Services	312,600	26.5%	413,700	30.8%
Federal Government	15,900	1.3%	13,100	1.0%
State & Local Government	110,300	9.4%	118,800	8.8%
TOTAL	1,179,200	100.0%	1,342,400	100.0%
Source: Employment Development Department: November 1999.				

Comparatively, Costa Mesa and Orange County are similar in terms of employment industry proportions. Costa Mesa has a slightly higher proportion of persons employed in the services and significantly less persons employed in public administration or government.

In 1999, EDD estimates Costa Mesa's total employment is 66,190 persons. The figure represents an increase of 7,315 persons or 1.4 percent annually, on average since 1990. Also, SCAG estimates Costa Mesa's employment will increase by 0.8 percent annually through 2005.

According to the U.S. Bureau of Labor Statistics, there was an average of 66,781 persons in the Costa Mesa labor force in 1999. Generally, the unemployment rate has decreased since 1992 in the City and the County with the City unemployment rate consistently remaining lower than the Orange County rate. In 1999, the City unemployment rate is 2.4 percent and the County rate is 2.8 percent.

**TABLE HOU-11
COSTA MESA EMPLOYMENT BY INDUSTRY (1990)**

Type of Industry	1990	
	Number	Percent
Agriculture, Forestry, Fisheries	1,100	1.9%
Mining	71	0.1%
Construction	4,343	7.4%
Manufacturing (Durable)	8,281	14.1%
Manufacturing (Non-Durable)	3,015	5.1%
Transportation, Communication & Public Utilities	2,524	4.3%
Wholesale Trade	2,985	5.1%
Retail Trade	10,280	17.5%
Finance, Insurance & Real Estate	6,004	10.2%
Services	19,189	32.6%
Public Administration	1,083	1.8%
TOTAL, ALL INDUSTRIES	58,875	100.0%
Source: 1990 Census.		

**TABLE HOU-12
COSTA MESA LABOR FORCE TRENDS (1990-1999)**

Year	Labor Force	Employment	Unemployment Rate
1990	60,252	58,402	3.1%
1991	58,408	55,715	4.6%
1992	59,099	55,614	5.9%
1993	59,945	56,422	5.9%
1994	60,332	57,329	5.0%
1995	60,204	57,548	4.4%
1996	60,698	58,541	3.6%
1997	62,803	61,030	2.8%
1998	65,124	63,499	2.5%
1999*	66,781	65,172	2.4%
Source: United States Bureau of Labor Statistics.			
*Annual average is through July 1999.			

Between 1990-1999, the City of Costa Mesa employment has increased at an average of 1.3 percent per year. Over the last year, the employment rate has increased at an even higher rate of 2.6 percent.

According to the 1990 Census, 68.0 percent of the labor force worked outside of the City and that number has changed little between 1980 and 1990. A strong majority of these workers are commuting alone by car (76.6 percent in 1990).

Practically all of the Costa Mesa labor force commutes within the County, although, this number is decreasing slowly. Between 1980 and 1990, 0.7 percent more of the Costa Mesa labor force decided to commute outside of the County resulting in almost nine percent of the total labor force. In addition, only 10.6 percent of the labor force spends more than 45 minutes in their daily commute.

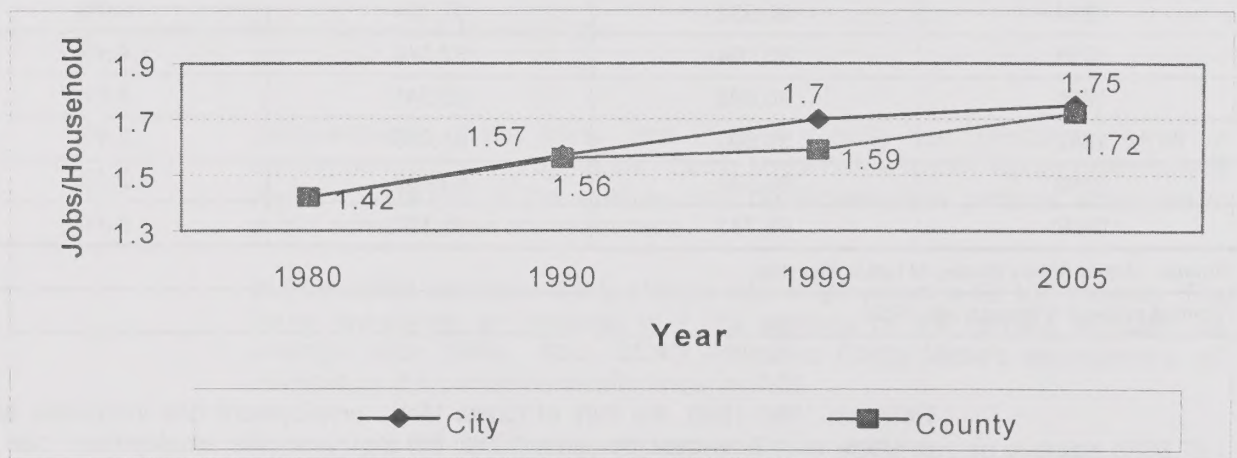
**TABLE HOU-13
EMPLOYMENT BY COMMUTING PATTERNS (1980-1990)**

Commuting Pattern	1980	1990
Worked in Costa Mesa	31.2	32.0
Worked Outside Costa Mesa	68.8	68.0
Worked in Orange County	91.9	91.2
Worked Outside Orange County	8.1	8.8
Source: 1980 and 1990 Censuses.		

Since 1990, computers and the internet have become more prevalent with ever increasing applications. More individuals are able to work from home or telecommute. In the City of Costa Mesa, many permits have been issued over the last ten years. This trend is affecting employment and commuting patterns and will continue to play a role in the economy of Costa Mesa.

Between 1980 and 1990, the City and County had fairly comparable job to household ratios, but in more recent years the City exceeded the County's job to household ratio. The difference is expected to close during the next five years. Both jurisdictions have been experiencing a greater number of jobs per household, which generates more traffic and possibly increases a household's ability to pay for shelter.

**CHART HOU-2
JOBS PER HOUSEHOLD (1990-2005)**



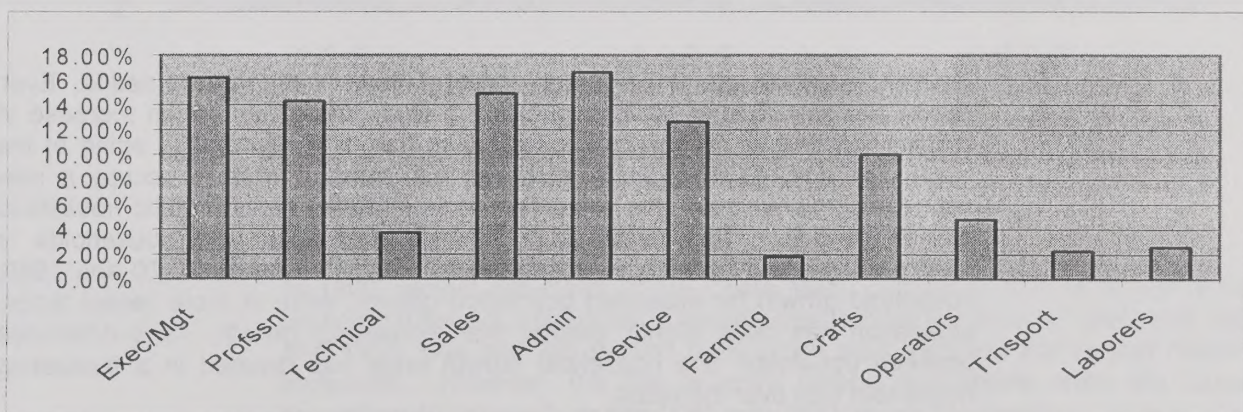
Over thirty employers in the City have more than 250 employees. A handful have more than 1,000 employees. Automobile Club of Southern California and Orange Coast College have consistently been the largest employers in the City. Generally, the largest employers offer a variety of occupation and wage types.

**TABLE HOU-14
MAJOR EMPLOYERS**

Name	Number of Employees
Automobile Club of Southern California	2,100
Orange Coast College	1,800
Fairview Development Center	1,450
Orange County Fair and Expo Center	1,100
Nordstrom Department Store	950
Los Angeles Times – Orange County	919
Macy's Department Store	900
Bradford Building Services	800
Deloitte & Touche	700
Filenet Corporation	700
City of Costa Mesa	630
Apria Health Care Group	600
Source: Inside Prospects, 1998.	

The four largest occupations in the City of Costa Mesa are: 1) administrative support - 16.6 percent; 2) executive and managerial - 16.2 percent; 3) sales - 14.9 percent; and 4) professional specialty - 14.3 percent. Other significant occupations include services and precision production and craft.

**CHART HOU-3
EMPLOYMENT BY OCCUPATION TYPE (1999)**



Employment Trends Conclusions

Employment in Costa Mesa has been steadily increasing over the last six years, which in turn can generate demand for housing and infrastructure. As employers in the City offer a variety of wage types, the City should continue to accommodate a wide range of housing types that match the wages, such as single room occupancy hotels (SRO's), apartments, attached single-family and detached single-family.

HOUSEHOLD TRENDS

In 1950, 3,840 households resided in the City of Costa Mesa and that number quickly multiplied six-fold over a 20-year period. Between 1950 and 1970, the City of Costa Mesa added 20,312 households or roughly 1,000 housing units a year, while increasing its land area from 3.5 square miles to 14.7 square miles. The City continued to experience large increases in the number of households through the 1970's and has slowed over the twenty years as the City approaches build-out. Currently, there are 38,413 households within 16 square miles in the City. The number of households has increased at an average change of approximately 100 households a year, while land area has remained constant.

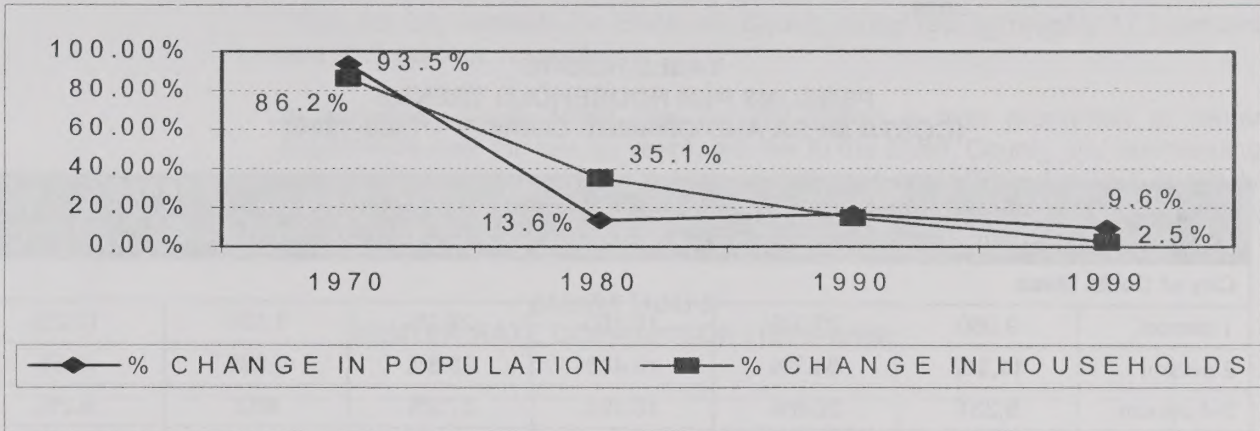
TABLE HOU-15
HOUSEHOLD TRENDS (1950-2005)

Year	Households	Numeric Change	Percent Change	Annual Percent Change
1950	3,840			
1960	12,973	9,133	237.8%	23.8%
1970	24,152	11,179	86.2%	8.6%
1980	32,637	8,485	35.1%	3.5%
1990	37,467	4,830	14.8%	1.5%
1999	38,413	946	2.5%	0.3%
2005	39,127	714	1.9%	0.3%

Source: 1950-1990 Censuses, DOF, SCAG.

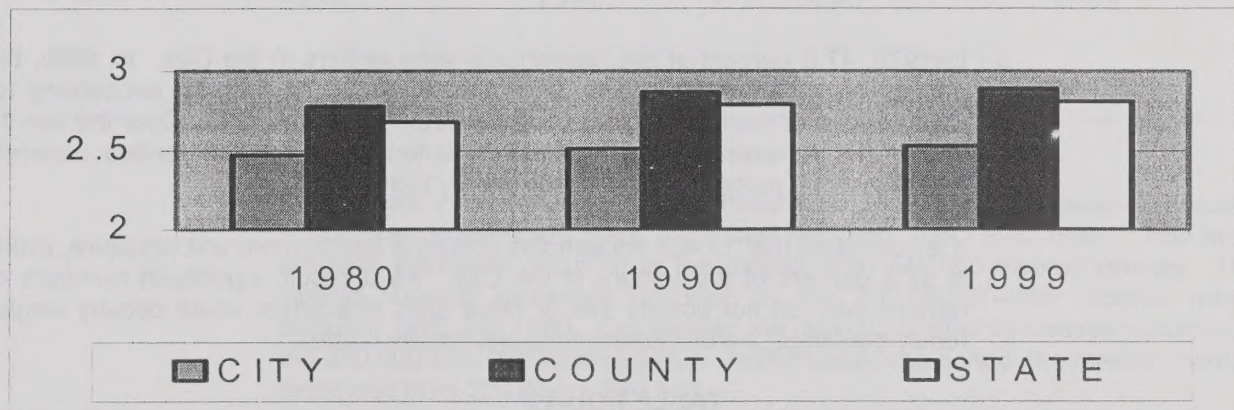
Household growth rate is the primary factor in determining housing needs. Even during periods of fairly static population growth, there may be an increase in households due to: 1) young people leaving home, 2) divorce, 3) aging of the population and, 4) other social activities that cause people to occupy a new residence. Conversely, the population may increase in fairly static household growth periods. This relationship between population and households is illustrated by the difference in proportionate change. Between 1970 and 1980, household growth far exceeded population growth, while in more recent times, population has been slightly greater than household growth. The difference between population and household growth rates has resulted in a fluctuating household size over the years.

**CHART HOU-4
POPULATION CHANGE VERSUS HOUSEHOLD CHANGE (1970-1999)**



The City of Costa Mesa household size has consistently remained smaller than Orange County and the State. At the same time, the State average household size has consistently remained greater than the City's and less than the County's. For example, the City average household size was 2.51 persons per household in 1990, while the County average household size was 2.87 and the State average household size was 2.79.

**CHART HOU-5
AVERAGE HOUSEHOLD SIZE (1980-1999)**



In 1990, almost two-thirds of the Costa Mesa population was in a one or two person household, compared to roughly one-half for the County. Between 1980 and 1990, one and two person households also recorded the largest numeric increases. However, the five or more person households were the largest proportionate gainers between 1980 and 1990, much like the State. Five or more person households were on the decline between 1980 and 1990 for the Nation.

In 1999, the five or more person households represent 10.4 percent of the households and the 1-2 person households constitute 62.6 percent. The 3-4 person households represent 27.1 percent of the total households.

Consequently, a slightly greater demand for three plus bedroom units can be expected with the larger five or more person household growth. In addition, the high proportions of 1-2 persons will sustain a demand for one to two bedroom units.

TABLE HOU-16
PERSONS PER HOUSEHOLD TRENDS
(COSTA MESA AND ORANGE COUNTY – 1980-1990)

	1980		1990		CHANGE	
	Number	Percent	Number	Percent	Number	Percent
City of Costa Mesa						
1 person	9,050	27.7%	10,150	27.1%	1,100	12.2%
2 person	11,310	34.7%	13,408	35.8%	2,098	18.5%
3-4 person	9,331	28.6%	10,193	27.2%	862	9.2%
5+ person	2,946	9.0%	3,716	9.9%	770	26.1%
TOTAL	32,637	100.0%	37,467	100.0%	4,830	14.8%
Orange County						
1 person	143,996	21.0%	171,119	20.7%	27,123	18.8%
2 person	222,524	32.4%	266,598	32.2%	44,074	19.8%
3-4 person	230,211	33.6%	270,375	32.7%	40,164	17.4%
5+ person	89,330	13.0%	118,974	14.4%	29,644	33.2%
TOTAL	686,061	100.0%	827,066	100.0%	141,005	20.6%
Source: 1980, 1990 Censuses.						

In 1970, 47.8 percent of the households were renters in the City. In 1980, the percent of renters increased to 57.3 percent of the households, accounting for 84.4 percent of the household growth between 1970 and 1980. Over the last 19 years, the increasing renter trends has flattened off and the renters currently represent 60.9 percent of the households in 1999.

It is estimated that 13,403 households occupy a five or more unit structure, which is 57.3 percent of the renters in the City. As a result, significant numbers of renters, who do not occupy five or more units structures, could occupy single-family dwellings, 2-4 unit apartments and mobile homes.

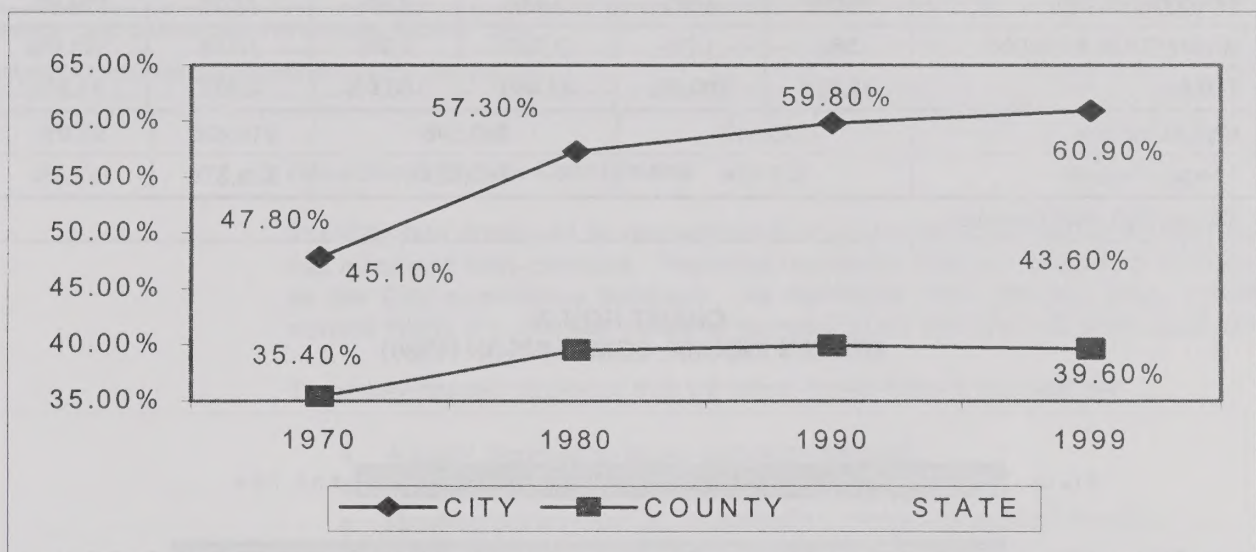
TABLE HOU-17
HOUSEHOLDS BY TENURE TRENDS (1980-1999)

Tenure Type	1980		1990		1999	
	Number	Percent	Number	Percent	Number	Percent
Owners	13,921	42.7%	15,077	40.2%	15,019	39.1%
Renters	18,716	57.3%	22,390	59.8%	23,394	60.9%
Source: 1980, 1990 Censuses, NDS.						

By comparison, the City of Costa Mesa has had a greater renter rate than the County and State. In 1970, the County renter rate was 35.4 percent and the State renter rate was 45.1 percent, compared to 47.8 percent for the City. In 1999, the City exceeds the State and County renter rate by roughly 17.3 percent and 21.3 percent, respectively.

In summary, Costa Mesa has accommodated a high proportion of renter households over the last 30 years, relative to the State, County and surrounding communities. The higher proportion of renters is most likely due to a relatively greater proportion of multi-family zoned land and housing market forces, such as high ownership prices and large renter demand.

**CHART HOU-6
RENTER RATE COMPARISON (1970-1999)**



Households in the lower income ranges (less than \$20,000) have decreased, while other households have increased between 1980 and 1990. The most dramatic increases occurred in the greater than \$40,000 income groups. The largest numeric increases occurred in the \$60,000-\$74,999 income range between 1980 and 1990. Conversely, the largest numeric decreases occurred in the \$10,000-\$14,999 income group. In the same time period, the median income increased from \$20,912 to \$40,348.

Between 1980 and 1990, the median household income increased at 9.3 percent annually, while owner occupied values increased at 13.5 percent and median rents increased at 13.8 percent. Prices have been increasing between 6 and 8 percent over the last two years while median household incomes have been increasing around 3 percent. In summary, household incomes are not keeping pace with housing prices in Costa Mesa, much like the rest of California.

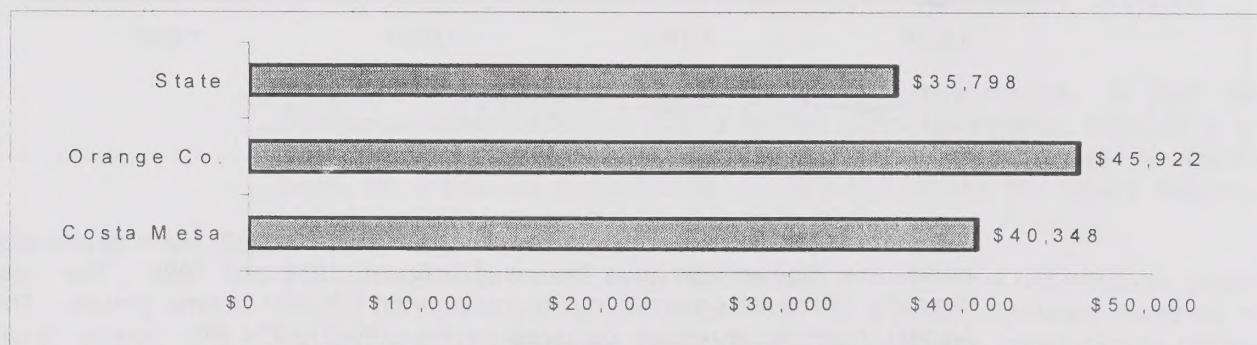
In 1990, the median household income was \$40,348 in the City of Costa Mesa, which was greater than the State of California. At the same time, the Orange County median household income was \$5,574 greater than the City of Costa Mesa's median household income. In 1999, the Costa Mesa median household income is estimated at \$51,140, while the County's is estimated at \$56,352.

**TABLE HOU-18
HOUSEHOLDS BY INCOME (1980-1990)**

Income Groups	1980		1990		CHANGE	
	Number	Percent	Number	Percent	Number	Percent
Less Than \$9,999	7,005	21.5%	2,855	7.6%	-4,150	-59.2%
\$10,000-\$19,999	9,778	30.0%	3,968	10.6%	-5,810	-59.4%
\$20,000-\$29,999	4,422	13.5%	6,152	16.4%	1,730	39.1%
\$30,000-\$39,999	5,572	17.1%	5,548	14.8%	-24	-0.4%
\$40,000-\$49,999	1,847	5.7%	4,786	12.8%	2,939	159.1%
\$50,000-\$59,999	1,043	3.2%	3,972	10.6%	2,929	280.8%
\$60,000-\$74,999	953	2.9%	3,962	10.6%	3,009	315.7%
\$75,000-\$99,999	1,456	4.5%	3,488	9.3%	2,032	139.6%
Greater Than \$100,000	560	1.7%	2,738	7.3%	2,178	388.9%
TOTAL	32,636	100.0%	37,469	100.0%	4,833	14.8%
Median Income	\$20,912		\$40,348		\$19,436	92.9%
Average Income	\$22,624		\$47,524		\$25,379	112.2%

Source: 1980, 1990 Censuses.

**CHART HOU-7
MEDIAN INCOME COMPARISON (1990)**



The U.S. Department of Housing and Urban Development (HUD) estimates Area Median Income (AMI) for each county in the United States. These AMI figures are used to classify households into income groups (i.e., Very-low, Low, Moderate and Above-moderate). Many housing programs, such as Community Development Block Grant (CDBG), HOME and Low-Income Housing Tax Credit (LIHTC), utilize some form of the income groups to establish eligibility. For example, the HUD AMI figure for Orange County was \$49,100 in 1990 and the corresponding income groups were defined as Very-low (Less Than \$24,550), Low (\$24,550-\$39,280), Moderate (\$39,281-\$58,920) and Above-moderate (greater than \$58,920).

Generally, the City of Costa Mesa has an even distribution of the HUD income groups, while the County and State have lower proportions of the Very-low and Low-income groups. For example, 53.7 percent of the households in Costa

Mesa are classified as Very-low and Low, compared to 50.0 percent for the State in 1999. Also, the proportion of Very-low and Low-income groups has increased over the last nine years in Costa Mesa.

**TABLE HOU-19
HOUSEHOLDS BY INCOME GROUP (1999)**

Income Group	Percent of County Median	Income Range (\$)	Percent of Market's Households
Very-low income	Less Than 50%	Less Than \$34,150	30.3%
Low-income	50% - 80%	\$34,150-\$54,640	23.4%
Moderate Income	80% - 120%	\$54,641-\$81,960	21.7%
Above-Moderate	Greater Than 120%	Greater Than \$81,960	24.6%
Source: 1990 Census; National Decision Systems 1999.			
1999 HUD Area Median Income for Costa Mesa: \$68,300.			

Household Trends Conclusions

The City has continued to accommodate households, while the total land area has remained fairly constant. Providing residential sites will present a challenge as the City approaches build-out. As residential sites become more scarce, several things are affected, including housing prices and intensification pressure.

Three key household trends that will affect Costa Mesa's housing are:

- ◆ A slight increase in larger bedroom demand
- ◆ A relatively high renter rate
- ◆ Housing prices have been exceeding median household income

In light of diminishing residential sites, these three household trends will be major issues shaping Costa Mesa's housing policies. A variety of homeownership programs, residential intensification policies and innovative design guidelines can assist the City in achieving its housing goals.

REGIONAL HOUSING NEEDS

The central intent of Housing Element legislation is to attain the state's housing goal through the cooperation of government entities, such as the City of Costa Mesa. Consequently, multi-jurisdictional agencies or Councils of Governments (COGs) are given the responsibility of distributing the state's housing needs in an equitable manner that attempts to avoid the disproportionate distribution of Low and Very-low income households.

The City of Costa Mesa falls under the jurisdictions of two Councils of Government: 1) the larger Southern California Association of Governments (SCAG) and 2) Orange County Council of Governments (OCCOG). Through a cooperative process, the two COG's and the City of Costa Mesa produced a Regional Housing Needs Allocation (RHNA). The RHNA essentially consists of two components: income group goals and construction need.

Income Group Goals

The purpose of the income group goals is to ensure that each jurisdiction within a COG attains their share of the state housing goal without any relative disproportionate distribution of household income groups. The household income groups are defined according to the HUD AMI: Very-low (less than 50% of AMI), Low(50-80% of AMI), Moderate (80-120% of AMI) and Above-moderate (greater than 120% of AMI).

In 1999, SCAG determined that 20 percent of the Costa Mesa households are classified as Very-low, which is slightly less than the regional distribution of 24 percent. As a result, SCAG set a goal for increasing that proportion by one percent for the year 2005. In summary, there are no significant changes needed for the proportions of households by income groups through the year 2005.

**TABLE HOU-20
INCOME GROUP GOALS (1998-2005)**

Income Group	1999 Distribution	2005 Goal
Very-low	20%	21%
Low	14%	14%
Moderate	23%	22%
Above-moderate	44%	43%
Source: 1999 SCAG RHNA.		

Construction Needs

Construction needs are derived from SCAG household growth projections, vacancy need and replacement need. The income group proportions are applied toward the construction need, which results in a goal for the number of housing units by income group within the City of Costa Mesa.

Example: Moderate (22%) x 1,268 construction need = 279 housing units

Between 1998 and 2005, the City of Costa Mesa has been given a construction need of 1,268 housing units, of which, a majority are for the need of Moderate and Above-moderate income households.

**TABLE HOU-21
CONSTRUCTION NEED (1998-2005)**

Income Group	Construction Need
Very-low	265
Low	180
Moderate	279
Above-Moderate	544
TOTAL	1,268
Source: 1999 SCAG RHNA.	

SPECIAL NEEDS

There are segments of the community that need special consideration with regards to housing. For the purposes of this study, special needs groups are defined as: Elderly, Handicapped, Large Families, Single-parent Households, Farmworkers and Homeless.

Elderly

Elderly households may live in housing that costs too much or live in housing that does not accommodate specific needs for assistance. In this case, an elderly household may have difficulties staying in their home community or near family. The purpose of this section is to determine the housing needs for all social, economic and physical characteristics of the elderly community. The senior population of Costa Mesa is defined as persons over the age of 65 years.

In 1980, there were 4,108 senior households, which represented 12.6 percent of the total households in the City. Between 1980 and 1990, the number of senior households increased at 2.2 percent annually, on average, much faster than the rate of general household growth. The senior household growth rates have continued to exceed the City's total household growth rate. Costa Mesa's senior household growth rates have been similar to the Nation's and less than the State.

Currently, there are 5,561 senior households estimated in the City, constituting 14.5 percent of the total City households. Comparatively, 13.4 percent of the City's households were 65 plus in 1990, while the county's and state's proportion of senior households were 16.4 percent and 19.3 percent, respectively. Most likely, the demand for senior housing options will increase as the baby boom generation ages.

**TABLE HOU-22
SENIOR POPULATION TRENDS (65+)**

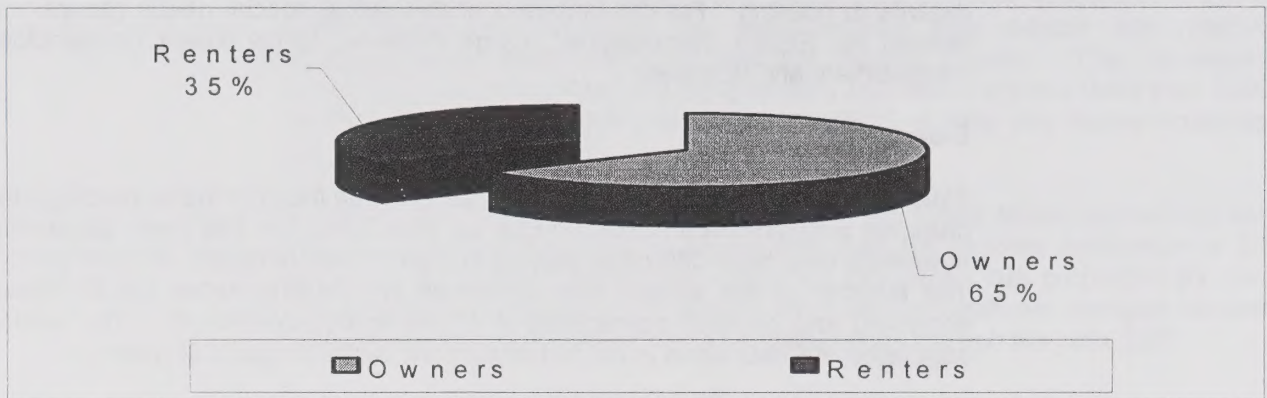
Year	Number	Change	Annual % Change
1980	4,108		
1990	5,032	924	2.2%
1999	5,561	529	1.2%
2005	5,923	362	1.1%

Source: 1980 & 1990 Censuses; NDS.

In 1990, 35.0 percent of the senior households were renters, resulting in 1,761 senior renters. In the State, 27.7 percent of senior households were renters and 21.9 percent were renters in Orange County. Change in the proportion of senior renters is dependent on the quantity of housing options and the propensity to convert from ownership.

A majority of the senior population (63.0 percent) live in family households, which are defined as a householder living with one or more persons related by birth, marriage or adoption. Also, one-third of senior family households are married-couple families.

**CHART HOU-8
SENIOR HOUSEHOLDS BY TENURE (1990)**



The remainder of the senior population is in non-family households (33.2 percent) or group quarters (3.8 percent). Non-family households are persons living alone or with non-relatives only. Approximately 85.6 percent of non-family households are living alone in Costa Mesa. Most seniors in group quarters (97.8 percent) are institutionalized in skilled nursing, intermediate care or congregate care facilities.

**TABLE HOU-23
SENIORS BY HOUSEHOLD STATUS (1990)**

Household Status	Number	Percent
In Family Households	4,932	63.0%
In Non-Family Households	2,599	33.2%
In Group Quarters	297	3.8%
TOTAL	7,828	100.0%
Source: 1990 Census.		

In 1990, a majority of the senior households had lower incomes (less than \$24,999) and a much smaller proportion of seniors had incomes in the upper ranges, above \$50,000. Over the last nine years, there has been strong gains in the upper income ranges and the \$50,000 and above income ranges currently represent over a quarter of the senior households. At the same time, lower income senior households decreased between 1990 and 1999.

An even distribution of senior households currently exists in the City, with a slightly higher proportion of lower-income households. More specifically, 43.6 percent of the senior households currently have incomes less than \$24,999, 29.4 percent have income between \$25,000 and \$49,999 and 27.0 percent have incomes greater than \$50,000. The even distribution of income levels implies a need for a variety of housing opportunities.

It should be noted however, that the median senior household income is estimated at \$28,778 for the City, while the median household income is estimated at \$51,140 for the entire city. This difference can put lower-income

senior households at a significant disadvantage when considering market rate housing choices since general households have the ability to pay higher housing prices and rents, therefore increasing housing prices and rents.

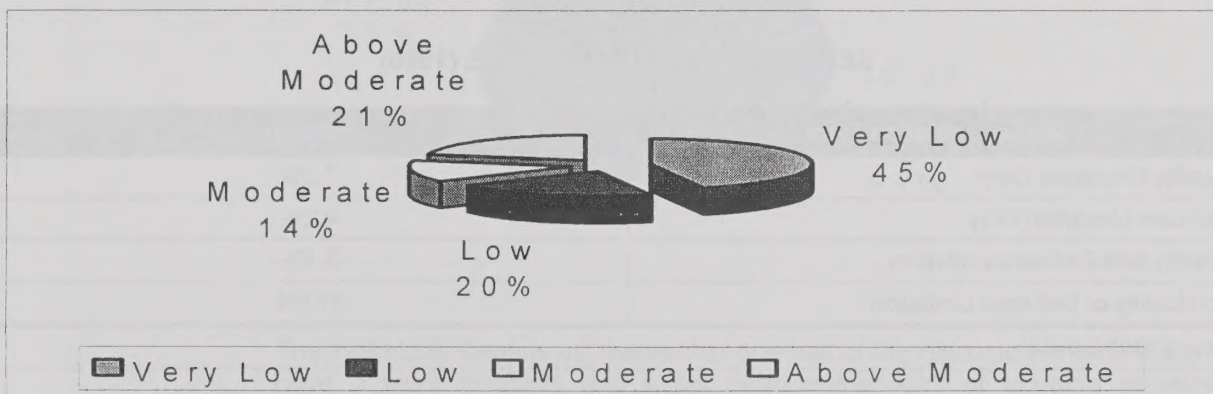
TABLE HOU-24
SENIOR HOUSEHOLDS BY INCOME (1990-1999)

Income Range	1990		1999		Change	
	Number	Percent	Number	Percent	Number	Percent
Less Than \$9,999	1,114	22.1%	927	16.8%	- 187	- 16.8%
\$10,000-\$24,999	1,754	34.9%	1,474	26.8%	- 280	- 16.0%
\$25,000-\$49,999	1,319	26.2%	1,615	29.4%	296	22.4%
\$50,000-\$74,999	501	10.0%	679	12.3%	178	35.5%
\$75,000 +	344	6.8%	807	14.7%	463	134.6%
TOTAL	5,032	100.0%	5,502	100.0%	470	9.3%
Median Income	\$22,410		\$28,778		\$6,368	28.4%

Source: 1990 Census; National Decision Systems.

In 1999, the HUD AMI, adjusted for a 1.5 person household, is estimated at \$51,200. As a result, a high proportion of senior households are considered Very-low income households with incomes less than 25,600 and would therefore qualify for public assisted housing.

CHART HOU-9
SENIOR HOUSEHOLDS BY INCOME GROUP (1999)



An important statistic to measure the affordability of housing in the City of Costa Mesa is 'overpayment'. Overpayment is defined as monthly shelter costs in excess of 30 percent of a household's gross income.

According to the 1990 Census, 66.1 percent of the senior renter households were in overpayment situations and 19.3 percent of owner households were overpaying for shelter in Costa Mesa. In California, 64.4 percent of the senior renters and 17.6 percent of owner households overpay for shelter. In Orange County, 70.3 percent of the senior renters and 19.2 percent of the senior owners

overpay for shelter. Also, 55.1 percent of the Nation's senior renters were overpaying and 18.7 percent of the owners were overpaying.

In Costa Mesa, 28.6 percent of senior households are paying more than 35 percent of their income toward shelter, a majority of which are renters. These senior households are cost burdened and would benefit from publicly assisted housing or other types of public assistance.

**TABLE HOU-25
SENIOR HOUSEHOLDS BY SHELTER PAYMENT (1990)**

Percent of Income To Shelter	Senior Renters		Senior Owners	
	Number	Percent	Number	Percent
Less Than 20%	222	12.6%	2,244	68.6%
20 to 24%	166	9.4%	258	7.9%
25 to 29%	209	11.9%	138	4.2%
30 to 34%	211	12.0%	147	4.5%
Greater Than 35%	953	54.1%	484	14.8%
TOTAL	1,761	100.0%	3,271	100.0%

Source: 1990 Census.

According to the 1990 Census, 81.4 percent of seniors in Costa Mesa did not have mobility or self-care limitations. This proportion does not include seniors in skilled nursing or other related facilities. In addition, 11.3 percent of the seniors had either mobility and self-care limitations or self-care limitations. These senior individuals may need some type of assisted living or residential care facility.

**TABLE HOU-26
SENIORS BY LIMITATION TYPE (1990)**

Senior Limitation Type	Percent
Mobility Limitation Only	7.3%
Self-care Limitation Only	4.2%
Mobility and Self-care Limitation	7.1%
No Mobility or Self-care Limitation	81.4%

Source: 1990 Census.

According to the California Registry, there are three senior apartment complexes in the City of Costa Mesa. All are subsidized through various public programs, such as the HUD Section 202. Currently, the vacancy rate is zero percent in these properties and the turnover is low. Subsequently, waiting lists are ranging from two to seven years. The three complexes include: Bethel Towers (270 units), St. John's Manor (36 units) and Casa Bella (75 units). Some seniors are served through other public assisted properties with smaller bedroom sizes, such as Costa Mesa Village (96 units) and Park Place Village (60 units).

The City of Costa Mesa is committed to serving the needs of its elderly population and therefore supports efforts related to: age restricted mobile home parks, shared housing programs, independent retirement living, assisted living,

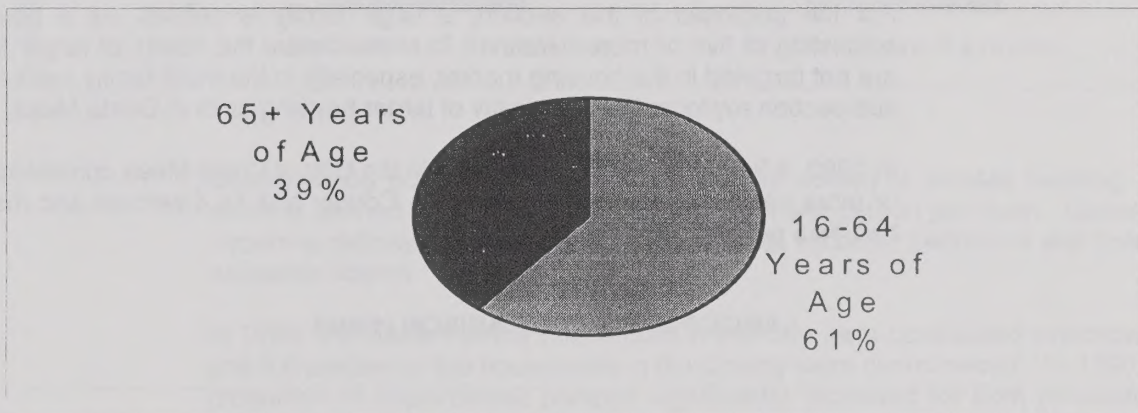
residential care, and skilled nursing facilities. In addition, the City also has a second unit/granny unit ordinance for the new construction of age restricted units on parcels zoned for single-family dwellings. The City also offers a 50 percent density increase for residential projects that are rent and income restricted to Very-low income seniors. See Appendix for a list of senior housing projects in the City.

Disabled Persons

Three types of disabled persons are considered as having special housing needs: Physically, Mentally, and Developmentally Disabled. Each type is unique and requires specific attention in terms of access to housing, employment, social services, medical services and accessibility within housing.

For the purposes of this section, disabled persons have mobility or self-care limitations. In 1990, a total of 3,618 persons lived in the City with self-care or mobility limitations, excluding persons in group quarters. Of these, 60.9 percent or 2,202 persons were between the ages of 16 and 64 and the remaining 1,416 were 65 years of age or older. In total, persons 16 years of age or older with self-care or mobility limitations represented 4.7 percent of Costa Mesa's population. By comparison, 5.2 percent of County persons over 16 years of age and 6.8 percent of State persons had a self-care or mobility limitation.

**CHART HOU-10
DISABLED PERSONS BY AGE (1990)**



The 1990 U.S. Census estimates that one-half of the disabled persons in the City have a work disability and might need some form of housing assistance. However, the proportion of disabled persons with a work disability significantly increases with age, so only 37.2 percent or 819 disabled persons between 16 and 64 years of age are estimated to have a work disability in the City.

According to the 1994-1995 National Survey of Income and Program Participation (SIPP), 52.4 percent of persons 21 to 64 years of age with a disability were employed. Hence, 390 of the 819 disabled persons between the ages of 16 and 64 can be anticipated to need some form of residential assistance.

**TABLE HOU-27
DISABLED PERSONS BY AGE AND WORK DISABILITY STATUS (1990)**

Work Disability Status	16-64 years		65 Years of Age		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
With a work disability	819	37.2%	1,027	72.5%	1,846	51.0%
No work disability	1,383	62.8%	389	27.5%	1,772	49.0%
TOTAL	2,202	100.0%	1,416	100.0%	3,618	100.0

Source: 1990 Census.

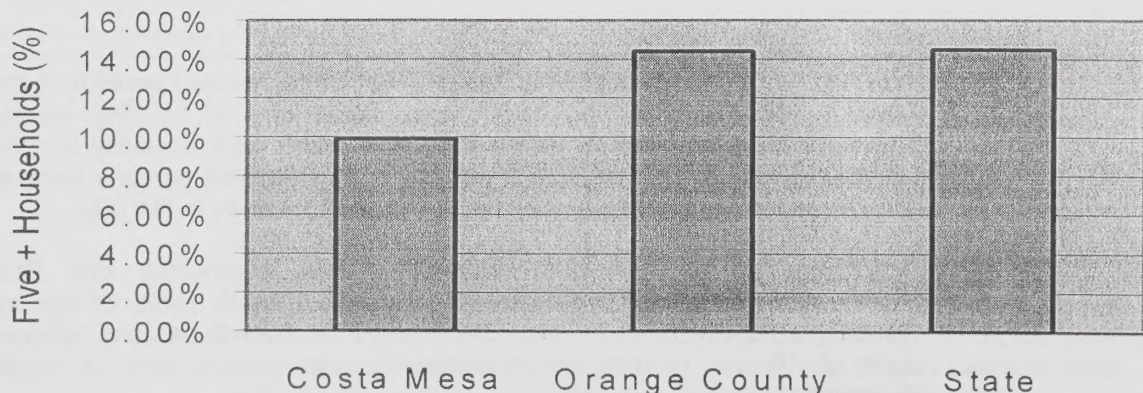
The City of Costa Mesa has been dedicated to accommodating the needs of disabled persons and therefore supports Fairview Hospital and other residential facilities in the City. Altogether, there are ten residential facilities located throughout the City that serve mentally (18 beds), physically (12 beds) and developmentally (61 beds) disabled persons. In addition, the City of Costa Mesa is home to the Fairview Development Center that serves developmentally disabled persons. Fairview is licensed for 1200 beds and currently has 850 beds. As a final note, Harbor Village (formerly the Fairview Housing Project) gives priority to employees and transitional patients of Fairview Development Center.

Large Families

For the purposes of this section, a large family is defined as a household consisting of five or more persons. In some cases, the needs of larger families are not targeted in the housing market, especially in the multi-family market. This sub-section explores the availability of larger housing units in Costa Mesa.

In 1990, 9.9 percent of the households in the City of Costa Mesa consisted of five or more persons. At the same time, the County had 14.4 percent and the State had 14.5 percent.

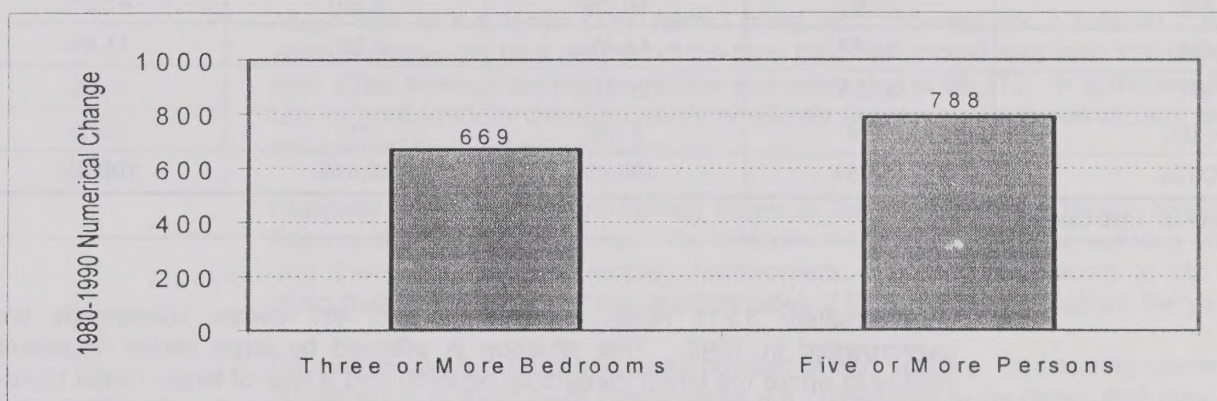
**CHART HOU-11
LARGE FAMILY COMPARISON (1990)**



In the City, the proportion of five or more person households has been increasing over time. For example, 9.0 percent of the persons were in five or more person households in 1980 and 10.4 percent of the population were estimated to reside in five or more person households in 1999.

Between 1980 and 1990, the City of Costa Mesa experienced an increase of 788 large family households while 669 three or more bedroom housing units were built during the same time period. As a result, a deficit of 119 larger housing units were measured for the 1980-1990 period. This deficit does not account for vacancies in existing large housing units and any demolished larger units. The deficit of larger housing units does not necessarily mean that households are in overcrowding situations.

**CHART HOU-12
LARGE HOUSING UNIT AND LARGE FAMILY COMPARISON**



Overcrowding occurs when larger households occupy a smaller housing unit, which is defined by the Census as greater than one person per room. Generally, a room is defined as living rooms, dining rooms, kitchens, bedrooms and finished recreation rooms.

In 1980, 4.9 percent of the households in the City were considered overcrowded and 5.6 percent of the households in the County were overcrowded. In 1990, the proportion of overcrowded persons significantly increased for both jurisdictions. However, the City and the County proportion of overcrowded persons remained less than the State, 12.3 percent of the households. In all cases, a majority of the overcrowded situations were in renter households. For example, 86.8 percent of the overcrowded households in Costa Mesa were renters in 1990.

**TABLE HOU-28
OVERCROWDING (1980-1990)**

	1980		1990		Change	
	Number	Percent	Number	Percent	Number	Percent
Costa Mesa	1,599	4.9%	3,709	9.9%	2,110	132.0%
Orange County	38,431	5.6%	86,842	10.5%	48,411	126.0%

Source: 1980, 1990 Censuses.

According to the 1990 Census, a substantial number of the City's housing stock is anchored in a few bedroom types. For example, 77.0 percent of the renter housing units were either one or two bedrooms and 70.5 percent of the owner housing units were either three or four bedroom units. These unit types are considered more versatile in the housing market, and consequently are built more frequently.

TABLE HOU-29
HOUSEHOLDS BY TENURE BY BEDROOM TYPE (1990)

Bedroom Type	Owner Households		Renter Households	
	Number	Percent	Number	Percent
0 BR	88	0.6%	2,000	8.9%
1 BR	754	5.0%	7,969	35.5%
2 BR	2,892	19.2%	9,307	41.5%
3 BR	6,677	44.4%	2,581	11.5%
4 BR	3,921	26.1%	513	2.3%
5+ BR	719	4.8%	46	0.2%
TOTAL	15,051	100.0%	22,416	100.0%

Source: 1990 Census.

Approximately 3,211 renter households and 487 owner households were overcrowded in 1990. This situation is affected by large renter households unable to afford the larger ownership housing and a lack of larger rental housing units. For example, a total of 747 – seven or more person renter households resided in the City in 1990, while there were only 46 – five bedrooms or larger and 513 - four bedroom rental units in the City. At the same time, there were 4,640 owner occupied housing units with four or more bedrooms and only 556 owner households with six or more persons. According to the 2000 U.S. Census, 40 percent of the City's housing units are owner occupied, and 60 percent are renter occupied.

TABLE HOU-30
HOUSEHOLDS BY TENURE BY SIZE (1990)

Household Size	Owner Households		Renter Households	
	Number	Percent	Number	Percent
1 Person	3,137	20.8%	7,071	31.5%
2 Persons	5,670	37.7%	7,741	34.5%
3 Persons	2,744	18.2%	3,339	14.9%
4 Persons	2,123	14.1%	1,940	8.7%
5 persons	821	5.5%	987	4.4%
6 Persons	317	2.1%	591	2.6%
7+ Persons	239	1.6%	747	3.3%
TOTAL	15,051	100.0%	22,416	100.0%

Source: 1990 Census.

The number of large families has been increasing in Costa Mesa and consequently demand will increase for larger bedrooms. Although the supply of larger housing units has met the demand in the past, overcrowding is increasing and occurring in the larger families. According to the 2000 U.S. Census, the homeowner vacancy rate is 1.3 percent and the rental vacancy rate is 6.3 percent. Costa Mesa will continue to offer a balance of bedroom types through the encouragement of many rental sizes and ownership programs.

Farmworkers

According to the 1997 Census of Agriculture, Orange County contains a total of 349 farms on 58,113 acres. This total is much less than the 504 farms and 108,887 acres reported from the 1987 Census of Agriculture. Approximately, 58.5 percent of the farms are between one and nine acres in size and 74.8 percent are smaller than 50 acres. The smaller farms require fewer workers.

About half of the farms (187 farms) hired farm laborers for a total of 7,884 workers, however, 60.8 percent of the farm laborers worked less than 150 days a year. The average payroll per worker was estimated at \$6,372. In summary, the role of agriculture in Orange County is sharply decreasing as acres of farm land are converting to other land uses.

Currently, there are two remaining farms in the City of Costa Mesa: Sakioka Farm and Segerstrom Farms. The Sakioka Farm is no longer a working farm and therefore does not employ farmworkers. Segerstrom Farms is still in agricultural production and has approximately 2 to 7 workers throughout the year.

Due to the smaller farms and fewer number of farmworkers, the housing needs of farmworkers in the City of Costa Mesa are considered to be minor and may be addressed through existing market rate and affordable housing strategies.

Single-Parent Households

According to the 1990 Census, 6.2 percent or 2,317 households in Costa Mesa were headed by a single parent and 44.5 percent of the households were headed by married couples. Additionally, 41.8 percent of the households were classified as Non-family, generally defined as households that consist of one person or a group of unrelated persons.

In 1990, the poverty level was \$12,674 for a four person family. Of the 2,317 single-parent households, 18.9 percent or 438 were counted as below the poverty level in 1990.

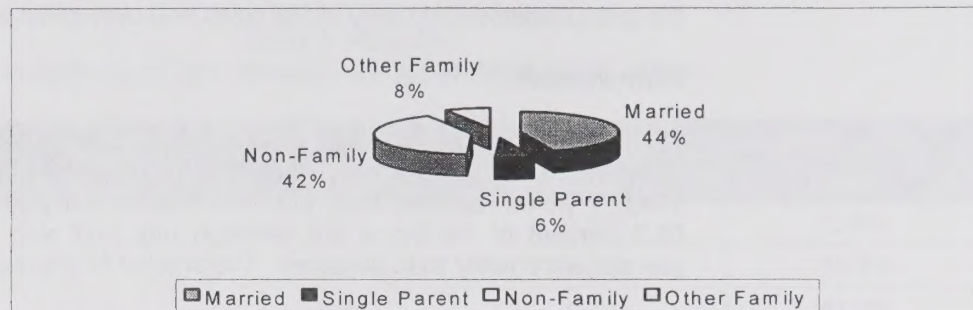
The City of Costa Mesa recognizes the needs of single-parent households and will investigate the degree of unmet need, including proximity to schools, jobs, child care and transportation. In addition, Costa Mesa will explore methods of increasing opportunities according to the investigated needs, such as housing types, job placement and availability of public transportation.

Homeless Persons (Persons in Need of Emergency Shelter)

The 1990 Census gathered data on homeless populations in a special operation titled "Shelter and Street Night". The purpose of the operation was to count the number of homeless persons found in four types of locations: 1) Emergency shelters for homeless, 2) Shelters with temporary lodging for runaway youths, 3) Shelters for abused women and their children and, 4) Open locations on streets

or in other places not intended for habitation. The Census coordinated with local governments through regional census centers (RCCs) or councils of government (COGs) to identify likely areas.

**CHART HOU-13
HOUSEHOLDS BY FAMILY TYPE (1990)**



The 1990 "Shelter and Street Night" identified 267 homeless persons in the City of Costa Mesa, most of which (265), were found in emergency shelters. Additionally, the Orange County Housing Issues Task Force (OCHITF) found approximately 579 homeless people in 1995. Of these, 225 were served by emergency shelters.

The City is sensitive to the needs of the homeless population and provides funding to several established homeless service agencies. Funding is provided through Costa Mesa's CDBG allocation. See Appendix for a list of homeless service providers. Additionally, the City has a current inventory of all vacant land. This inventory documents the size, General Plan designation and current zoning of each property. This list assists shelter providers, while attempting to locate suitable sites for new development within the City. The City permits the new construction of homeless shelters in most zoning districts whenever approval of a Conditional Use Permit can be obtained.

First-Time Homebuyers

Low-income, entry-level homebuyers require special assistance in terms of housing needs. These households are often caught between high rents, increasing rents, the difficulty of saving money for a down-payment or mortgage and the pursuit of the "American dream". In order to provide opportunities for homeownership, which is increasingly more difficult, the City provides assistance to pre-qualified first-time homebuyers.

An estimation of potential first-time homebuyers can be established utilizing the total number of households, the percentage of renter households and the percentage of income eligible households. The calculation is as follows:

Households x Renter Rate x Income Eligibility = Potential First-time Homebuyers

Factors:

- ◆ Households: 38,413
- ◆ Renter Rate: 60.9%
- ◆ Income Eligibility (\$49,560-\$63,400): 13.2%

$38,413 \times 60.9\% \times 13.2\% = 3,088$ Potential First-time Homebuyers

The above estimation assumes that each potential first-time homebuyer could meet loan eligibility requirements, other first-time homebuyer requirements, has the desire to own a home and that there is a suitable supply of eligible homes.

In Costa Mesa's first-time homebuyer program, only 18.5 percent of the income qualified households have been able to complete the process, which includes finding a home that meets the needs and income of the family. As a result, the demand for first-time homebuyers is closer to 571 households.

It is important to note that the City has been diligent in its efforts to offer first-time homebuyer assistance. Between 1998 and 2005, the City anticipates 79 additional first-time homebuyers. In addition, a mass marketing campaign is conducted on an annual basis. The City is committed to continuing its funding and administration of first-time homebuyer programs.

Persons Living in Group Quarters

The majority of the households in Costa Mesa are family households comprised of married-couple families or single householders. According to the 2000 U.S. Census, a total of 2,307 people live in group quarters. Of this total, approximately 1,470 people are institutionalized, and 837 people are in voluntary residential care facilities, sober living facilities, or other group homes. Group homes may generally be regulated by the State and/or subject to the City's zoning regulations.

INVENTORY OF RESOURCES

The purpose of this chapter is to analyze housing characteristics, housing conditions, housing costs, vacancy trends and available land in order to assess the present and future supply of housing in the City of Costa Mesa.

EXISTING HOUSING CHARACTERISTICS

Between 1960 and 1980, there was a trend for the new construction of multi-family units (5 or more units per structure). This trend has leveled off over the past 20 years. For example, only 550 multi-family units were built between 1990 and 1999, whereas 1,986 units were constructed between 1980 and 1990. In 1990, the proportion of multi-family units (34.4%) was higher in Costa Mesa compared to the State and County at 23.7 percent and 24.7 percent, respectively. The number of multi-family units in a community directly relates to the percentage of renter households.

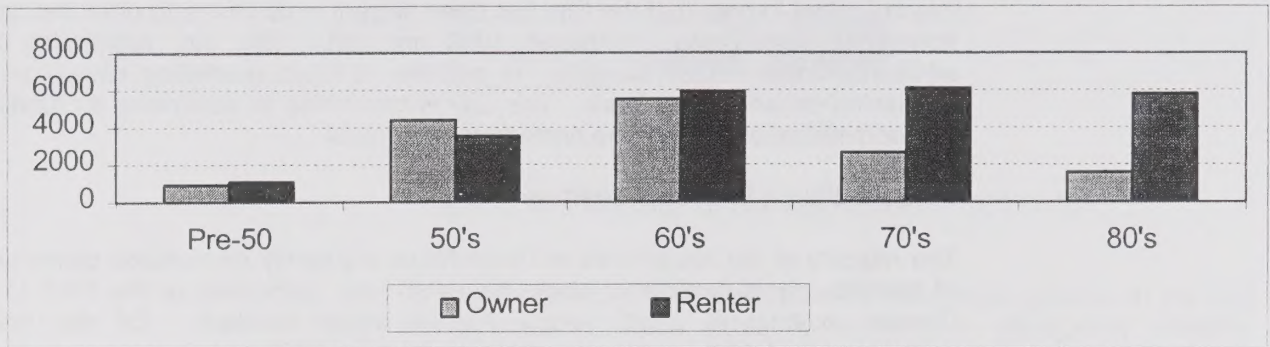
**TABLE HOU-31
HOUSING UNITS BY TYPE (1980-1999)**

Housing Type	1980		1990		1999	
	Number	Percent	Number	Percent	Number	Percent
Single-Family	16,360	48.1%	18,847	47.6%	19,205	47.3%
2-4 Units	5,103	15.0%	5,922	14.9%	5,933	14.6%
5+ Units	11,634	34.2%	13,620	34.4%	14,170	34.9%
Mobile Home	901	2.7%	1,222	3.1%	1,303	3.2%
TOTAL	33,998	100.0%	39,611	100.0%	40,611	100.0%

Source: 1980, 1990 Censuses, DOF.

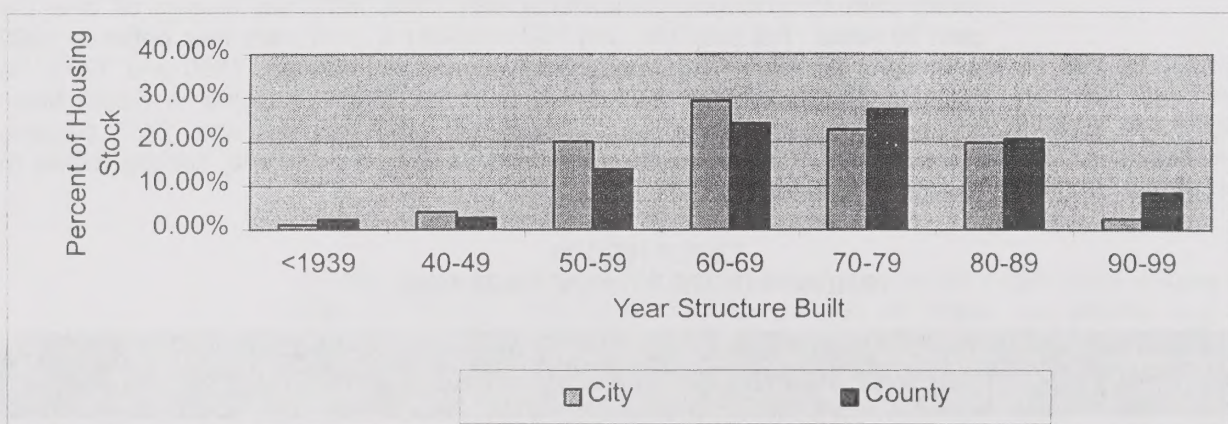
According to the 1990 Census, 79.4 percent of the renter occupied units were built between 1960 and 1989 with the largest volumes occurring in the 1960's and 1970's. The number of renter units outnumbered owner units between 1960 and 1980, but the number of renter units has leveled and subsequently decreased during the 1980's and 1990's.

**CHART HOU-14
HOUSING UNITS BY TENURE BY YEAR STRUCTURE BUILT**



Upon incorporation in 1953, the City's housing stock quickly expanded and continued at a rapid pace through the 1970's. Approximately 72.4 percent of the housing stock in Costa Mesa was built between 1950 and 1979 with the largest volume occurring in the 1960's. Recently, the number of housing units built has dropped off as vacant land becomes more scarce. Orange County as a whole boomed in the 1960's and 1970's with its largest volumes occurring in the 1970's. The County has been able to sustain significant levels of housing unit production through the 1990's.

**CHART HOU-15
HOUSING UNITS BY YEAR BUILT**



Housing conditions are described, based on the age of the units, with the assumption that diligent maintenance has not occurred. Since building codes change with time and technology, the older housing units are more likely to be in marginal condition. As a general rule, housing units require maintenance after 20-30 years. Roughly, one-half of the City's housing units are 20 to 40 years old

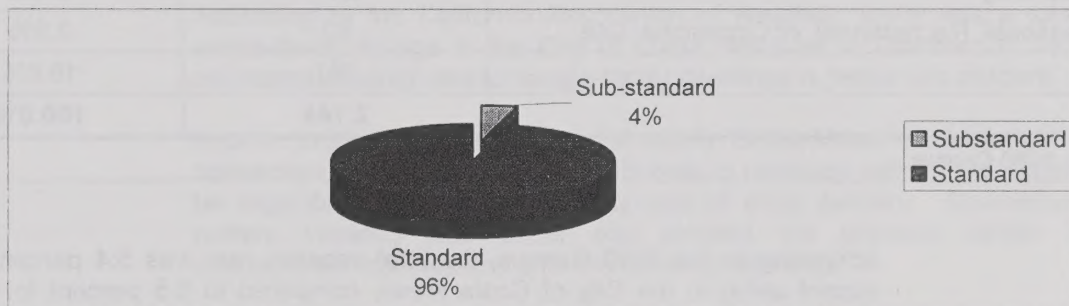
and require initial maintenance such as re-roofing, new paint, patching, siding and air conditioning/heating. Additionally, 25.3 percent of Costa Mesa's housing units are greater than 40 years old and have probably received additional maintenance.

HOUSING CONDITIONS

According to the 1998 California Statewide Housing Plan Update, 12 percent of the State's housing stock was substandard. The greater Los Angeles area also had 12 percent of its housing in substandard condition in 1995 and 8 percent of the Orange County housing stock was substandard in 1994. It is estimated that 10 percent of the Orange County housing stock was substandard as of 1999.

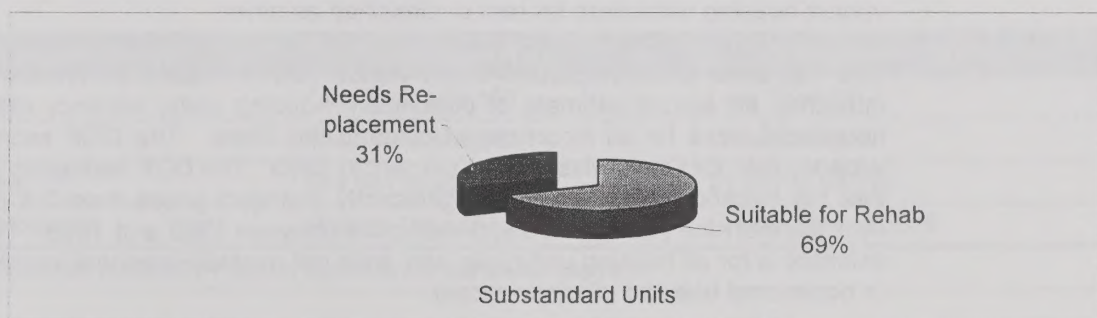
The most recent housing condition assessment was conducted in 1988 for the City of Costa Mesa. The assessment found that physical deterioration was not a significant housing problem in Costa Mesa. Only 2.3 percent of the housing units were found to be substandard. Utilizing the Orange County deterioration rate of 0.4 percent per year, 4.3 percent of the Costa Mesa housing stock (1,746 housing units) are estimated as substandard.

CHART HOU-16
HOUSING UNITS BY CONDITION (1999)



Substandard is defined as either suitable for rehabilitation or in need of replacement. Of the substandard housing units, a majority (68.6 percent or 1,198 housing units) are identified as suitable for rehabilitation and the remaining 548 housing units are most likely in need of replacement.

CHART HOU-17
SUBSTANDARD UNITS BY REHABILITATION STATUS (1999)



The City of Costa Mesa takes a proactive approach toward housing conditions through housing rehabilitation programs and code enforcement programs. Existing housing rehabilitation and code enforcement programs are successfully correcting code violations and maintaining the housing stock. Costa Mesa provided rehabilitation assistance to 140 rental units and 332 owner occupied units between 1993 and April, 1999.

VACANCY TRENDS

Vacancy trends in housing are analyzed using a "vacancy rate" which establishes the relationship between housing supply and demand. For example, if the demand for housing is greater than the available supply, then the vacancy rate is probably low, and the price of housing will most likely increase or remain stable. Additionally, the vacancy rate indicates whether or not the City has an adequate housing supply to provide choice and mobility.

**TABLE HOU-32
VACANCY BY TYPE (1990)**

Type of Vacant Units	Number	Percent
For Rent	1,519	70.8%
For Sale Only	201	9.4%
For Seasonal, Recreational, or Occasional Use	63	2.9%
Other	361	16.8%
Total	2,144	100.0%
Source: 1990 Census.		

According to the 1990 Census, the total vacancy rate was 5.4 percent (2,144 vacant units) in the City of Costa Mesa, compared to 5.5 percent for Orange County and 7.7 percent for the State. These figures are skewed by the number of seasonal and other types of vacancies. Correcting for these factors, the vacancy rate was 6.4 percent for rental housing units and 1.3 percent for owner occupied housing units in Costa Mesa in 1990.

According to the 1990 Census, there are four "vacant" categories: 1) for rent, 2) for sale only, 3) for seasonal, recreational, or occasional use and, 4) all other vacant. The "other" vacant category includes everything that has not already been classified, such as units held for occupancy by a caretaker or janitor, or units held for personal reasons of the owner. In 1990, a large majority of the vacant housing units were for rent or classified as other.

The California State Department of Finance (DOF) Population Research Unit publishes an annual estimate of population, housing units, vacancy rates, and household sizes for all incorporated cities in the State. The DOF estimated a vacancy rate for Costa Mesa of 5.4 percent in 1999. The DOF estimates suggest that the vacancy rates have not significantly changed (more than 0.3 percent) over the last nine years, with slight increases between 1992 and 1995. The DOF estimate is for all housing unit types and does not exclude seasonal, recreational, or occasional use and all other vacant.

A citywide apartment survey was conducted in October 1999. Approximately 41.9 percent of the apartments in the City were sampled. The survey found a vacancy rate of 0.7 percent with the highest vacancies being one bedroom, studio and the two bedroom/one bath units.

**TABLE HOU-33
MULTI-FAMILY VACANCY BY BEDROOM TYPE (1999)**

Bedroom Type	Vacancy Rate
Studio	0.9%
1BR/1BA	1.0%
2BR/1BA	0.9%
2BR/2BA	0.3%
3BR/2BA	0.8%
Other	0.0%
Average	0.7%

Source: Laurin Associates, Oct. 1999.

According to the California Association of Realtors, there was a total of 112 single-family listings in the City of Costa Mesa as of October 28, 1999. The estimated vacancy rate for single-family dwellings is below one percent.

In order to avoid a diminished rental supply, Costa Mesa has declared that future conversion of renter occupied apartments to common interest developments will be regulated by a critical vacancy rate of three percent. Consequently, the current vacancy rate under one percent will preclude renter occupied condominium conversions until the vacancy rate rises.

HOUSING COSTS AND AFFORDABILITY

One of the major barriers to housing availability is the cost of housing. In order to provide housing to all economic levels in the community, a wide variety of housing opportunities at various prices should be made available. The following table describes the ideal monthly payment for households in the four major income groups: Very-low, Low, Moderate and Above-moderate.

**TABLE HOU-34
INCOME GROUPS BY AFFORDABILITY (1999)**

Income Group	Income Range	Ideal Monthly Payment *
Very-Low	Less Than \$34,150	Less Than \$854
Low	\$34,150 to \$54,640	\$854 to \$1,366
Moderate	\$54,641 to \$81,960	\$1,367 to \$2,049
Above-Moderate	Greater Than \$81,960	Greater Than \$2,049

Source: HUD AMI at \$68,300; * 30% of income to monthly shelter payment.

Single-Family Sales Units

Regional home prices of single-family homes tripled between 1970 and 1979 and continued to increase through the 1980's. In the early 1990's, the residential market started to decline and more recently, the market has recovered from that drop. The residential real estate market has recently increased in prices due mainly to: 1) relatively low mortgage rates, 2) a stable or decreasing home sales inventory, and 3) a steady and growing labor market. As a result, sales prices have been increasing in Costa Mesa and throughout Orange County.

In 1997, average single-family sales were approximately \$220,000 and in 1999 the prices increased to an average of \$273,000. In summary, single-family prices have been increasing at about seven to eight percent per year, on average, in the City of Costa Mesa. The monthly payment is approximately \$2,003 for an average single-family home of \$273,064.

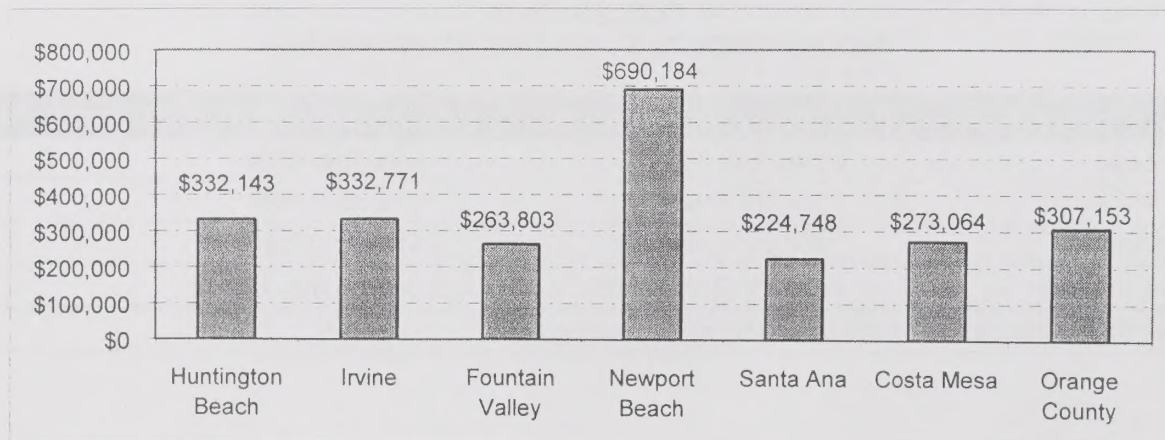
TABLE HOU-35
AVERAGE SINGLE-FAMILY SALES PRICE (1997-1999)

Zip Code	1997	1998	1999
92626	\$224,258	\$242,286	\$273,436
92627	\$221,177	\$246,488	\$272,676
Average	\$222,827	\$244,374	\$273,064

Source: Acxiom/Dataquick, November 1999.

In Orange County, the average single-family sales price increased from \$250,964 in 1997 to \$307,153 in August 1999, according to Acxiom/Dataquick. The increase is consistent with the City of Costa Mesa and amounts to approximately 7.5 percent per year, on average. In comparison to surrounding jurisdictions, the City of Costa Mesa offers a fair range of single-family prices. In 1999, Costa Mesa had an average single-family sales price of \$273,064, which is less than Huntington Beach, Irvine, Newport Beach, and the County areas. Fountain Valley and Santa Ana offer average single-family prices below Costa Mesa.

CHART HOU-18
AVERAGE SINGLE-FAMILY SALES PRICE OF SURROUNDING JURISDICTIONS (1999)



Condominium Sales

According to Acxiom, the average price of condominiums in the City of Costa Mesa was \$140,605 in 1997 and \$188,222 in 1999, an average increase of 16.9 percent per year. Specifically, the average condominium price increased 11.3 percent between 1997 and 1998 compared to 20.2 percent between 1998 and 1999.

TABLE HOU-36
AVERAGE CONDOMINIUM SALES PRICE (1997-1999)

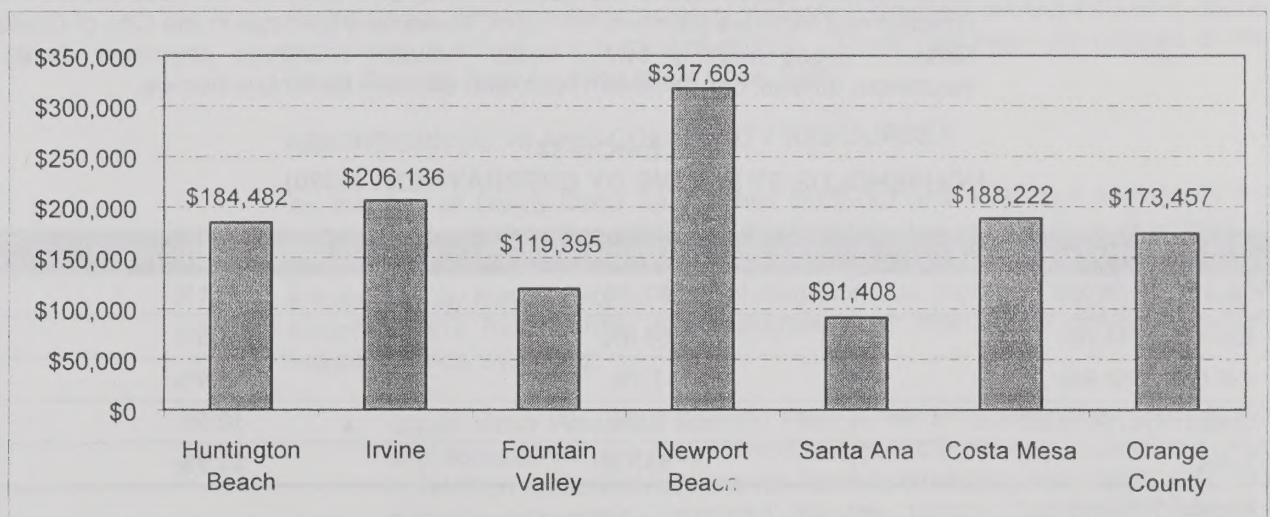
Zip Code	1997	1998	1999
92626	\$119,863	\$142,083	\$160,889
92727	\$153,407	\$167,517	\$201,085
Total Average	\$140,605	\$156,528	\$188,222

Source: Acxiom/Dataquick, November 1999.

By comparison, average condominium sales prices in the City of Costa Mesa are moderately expensive, ranking third highest amongst surrounding jurisdictions. The City condominium sales prices average only slightly above the county average of \$173,457 and offer a wide range of prices. The average condominium could cost approximately \$1,381 a month, depending on fees.

However, condominiums offer a niche in the housing market between the single-family sales and the rental market. With sales prices in the \$150,000 to \$200,000 range, Moderate and Low-income groups could afford to own a condominium in Costa Mesa.

CHART HOU-19
AVERAGE CONDOMINIUM SALES OF SURROUNDING JURISDICTIONS (1999)



Rental Units

According to the 1990 Census, the median gross rent was \$810 in the City of Costa Mesa, compared to \$790 for Orange County in the same year.

According to a city-wide Apartment Survey (October 1999), rental rates for apartments in Costa Mesa range from \$400 a month for a studio to \$1,700 a month for a luxury three bedroom apartment. Rent for a two bedroom unit ranges from \$738 to \$1,500 a month, and three bedroom apartments rent for \$895 to \$1,700 a month. There were no four bedroom apartments found in the survey. According to interviews, apartment rents have been increasing over the last couple of years at about six percent per year or approximately \$20-100 per year.

**TABLE HOU-37
MULTI-FAMILY RENTS (1999)**

Bedroom Type	Average Rent	Rent Range
Studio	\$743	\$400 - \$875
1BR/1BA	\$895	\$638 - \$975
2BR/1BA	\$981	\$738 - \$1,163
2BR/2BA	\$1,123	\$763 - \$1,500
3BR/2BA	\$1,498	\$895 - \$1,700
Total	\$1,010	\$400 - \$1,700

Source: Laurin Associates, Oct. 1999.

Affordability

Affordability can be defined as a household spending 35 percent or less of household income for shelter. Shelter is defined as gross rent or gross monthly owner costs. Gross rent is the contract rent, plus utilities. In most cases, the contract rent includes payment for water, sewer and garbage in the City of Costa Mesa. "Gross monthly owner costs" includes mortgage payments, taxes, insurance, utilities, condominium fees, and site rent for mobile homes.

**TABLE HOU-38
HOUSEHOLDS BY INCOME BY OVERPAYMENT (1990)**

Income Range	Renter Overpayment	Owner Overpayment
Less than \$19,999	87.4%	42.1%
\$20,000 - \$34,999	50.0%	42.5%
\$35,000 - \$49,999	7.1%	36.4%
Greater than \$50,000	0.3%	10.5%
Total	35.1%	22.9%

Source: 1990 Census.

According to the 1990 Census, 89.8 percent of the renter households with less than \$19,999 of annual income overpaid for rent in the City of Costa Mesa, which represented approximately 21.0 percent of the total renters in 1990. In other words, slightly more than one-fifth of the renter households were cost burdened in Costa Mesa.

The total proportion of renters overpaying is slightly less than the State for both the County and City, while the proportion of overpaying owners is slightly less for the State.

TABLE HOU-39
HOUSEHOLDS BY INCOME BY OVERPAYMENT – REGIONAL COMPARISON

Income Range	Orange County		State of California	
	Renter Overpayment	Owner Overpayment	Renter Overpayment	Owner Overpayment
Less than \$19,999	89.8%	53.3%	77.7%	43.5%
\$20,000-\$34,999	45.2%	41.4%	26.5%	31.7%
\$35,000-\$49,999	11.0%	34.5%	6.8%	23.0%
Greater than \$50,000	0.3%	13.7%	0.2%	10.7%
Total	36.8%	23.7%	38.0%	21.3%

Source: 1990 Census.

COASTAL ZONE HOUSING

California Government Code requires that Housing Elements include information regarding changes to the housing stock within the Coastal Zone. A majority of the Coastal Zone property in Costa Mesa is in public ownership and is designated as open space. Of the total 125.1 acres, approximately 97.7 acres are owned by the County of Orange, while 27.3 acres are owned by the City of Costa Mesa. The remaining acreage includes a privately owned 0.23 acre parcel containing a 16-unit condominium project. There has been no change to the City's Coastal Zone housing stock since 1991.

NEIGHBORHOODS AND COMMUNITY RESOURCES

As the City of Costa Mesa approaches build-out and with 25.3 percent of the housing stock built before 1960, the identification and preservation of resources becomes essential with respect to long-term planning. Through coordinated efforts the City has developed several neighborhood improvement strategies and specific plans that identify the resources and alternatives available within neighborhoods, including:

- ♦ **Costa Mesa Westside Specific Plan:** A set of revitalization alternatives and approaches as a result of focused public input and background data. In addition, recommendations for housing strategies have been collected through documents produced by the Latino Community Advisory Committee and students at University of California, Irvine. The Westside Specific Plan is currently under development, with adoption scheduled for March 2000.

- ◆ Neighborhood Improvement Plans: The City has scheduled three Neighborhood Improvement Plans which provide improvement strategies aimed at aging multi-family neighborhoods. The City has completed the Coolidge Avenue/Fillmore Way Neighborhood Improvement Plan and two others are being considered: one for Baker Street/Mendoza Drive and the other for Joann Street/Miner Street. Strategies include public/private improvements to structures, property and landscaping and a public participation program.
- ◆ Newport Boulevard Specific Plan: A long-term vision for the eastside of Newport Boulevard impacted by the 55 Freeway extension (between 19th Street and Mesa Drive). The Specific Plan includes issue identification, land use options, development standards and an implementation program. The Plan involved coordinated activities between city staff and citizens through an advisory committee, workshops and public hearings. The intent of the Plan includes working with existing businesses to provide for a prosperous environment and encouraging marginal commercial uses to redevelop to residential and less intensive commercial uses.
- ◆ Downtown Redevelopment Plan: A Redevelopment Plan through the California Redevelopment Law that is intended to eliminate negative conditions through public improvements and encouraging redevelopment. The 200-acre redevelopment area includes approximately 36 acres of residential land.
- ◆ North Costa Mesa Specific Plan: A comprehensive review and analysis of the larger remaining pieces of vacant land and major land holdings in the northern portion of the City. This plan provides opportunities for mixed use projects and provisions for affordable housing in selected areas.

AT-RISK HOUSING

California Housing Element Law requires all jurisdictions to include a study of all low-income housing units which may at some future time be lost to the affordable inventory by the expiration of some type of affordability restrictions. The law requires that the analysis and study cover a ten-year period, and be divided into two periods, coinciding with updates of the Housing Element. There are three general cases that can result in the conversion of public assisted units:

- 1) Prepayment of HUD mortgages: Section 221(d)(3), Section 202 and Section 236 – A Section 221 (d)(3) is a privately owned project where the U.S. Department of Housing and Urban Development (HUD) provides either below market interest rate loans or market rate loans with a subsidy to the tenants. With Section 236 assistance, HUD provides financing to the owner to reduce the costs for tenants by paying most of the interest on a market rate mortgage. Additional rental subsidy may be provided to the tenant. Section 202 assistance provides a direct loan to non-profit organizations for project development and rent subsidy for low-income elderly tenants. Section 202 provides assistance for the development of units for physically handicapped, developmentally disabled, and chronically mentally ill residents.

- 2) Opt-outs and expirations of project based Section 8 contracts – Section 8 is a federally funded program that provides for subsidies to the owner of a pre-qualified project for the difference between the tenant's ability to pay and the contract rent. Opt-outs occur when the owner of the project decides to opt-out of the contract with HUD by pre-paying the remainder of the mortgage. Usually, the likelihood of opt-outs increase as the market rents exceed the contract rents.
- 3) Other – Expiration of the low-income use period of various financing sources, such as Low-income Housing Tax Credit (LIHTC), bond financing, density bonuses, California Housing Finance Agency (CHFA), Community Development Block Grant (CDBG) and HOME funds and redevelopment funds. Generally, bond financing properties expire according to a qualified project period or when the bonds mature. The qualified project period in Costa Mesa's bond financed multi-family properties is 15 years. Density bonus units expire in either 10 or 30 years, depending on the level of incentives. Only one density bonus property was found with a 10 year affordability term. Also, properties funded through the Costa Mesa Redevelopment Agency generally require an affordability term of 20 years.

Inventory of Affordable Rental Housing Units

The following inventories include all government assisted rental properties in the City of Costa Mesa. Generally, the inventory consists of Housing and Urban Development (HUD), Costa Mesa Redevelopment Agency, Orange County multi-family bonds and Density Bonus properties. Target levels include the Very Low income group and the Low income group. A total of 1,538 assisted housing units were identified in Costa Mesa.

**TABLE HOU-40
INVENTORY OF PUBLIC ASSISTED COMPLEXES (1999)**

Name of Project	Address	Target Group	Target Level	Assisted Units
Harbor Village	2500 Merrimac Wy.	General*	Low	546
Bethel Towers	666 W. 19 th St.	Senior	Low	270
Casa Bella	1840 Park Ave.	Senior	Low	75
St. John's Manor	2031 Orange Ave.	Senior	Very-low	36
Oasis Martinique	2855 Pinecreek Dr.	General	Low/Very-low	143
The Lakes	3400 Ave. of the Arts	General	Low/Very-low	154
Park Center Apt.	575 W. 19 th St. ^h	General	Low	40
Park Place Village	1662 Newport Blvd.	General	Very-low	60
Costa Mesa Village	1981 Wallace Ave.	General	Very-low	96
Villa Nova	2043 Charle St.	General	Very Low	2
Westbay Apartments	825 Center Street	General	Low	17
Mesa Breeze Manor	867-877 W. 19 th St.	General	Low	15
Sea Palms Village	1850 Whittier Ave.	General	Low-Mod	28
Other Density Bonus Units	Scattered	General	Very Low-Mod	56

Source: HUD/California Housing Partnership Corporation.

* * Harbor Village provides housing to Low-income households, Fairview employees/patients or workers in the City.

**TABLE HOU-43
REHABILITATION COSTS**

Fee/Cost Type	Cost per Unit
Acquisition	\$78,179
Rehabilitation	\$8,500
Financing/Other	\$20,000
Total Cost Per Unit	\$101,679

- 2) New Construction/Replacement – New construction implies construction of a new property with the same number of units and similar amenities as the one removed from the affordable housing stock. Costs estimates were prepared by using local information and data. The construction of new housing can vary greatly depending on factors such as location, density, unit sizes, construction materials and on-site and off-site improvements. The following table describes new construction costs for a typical garden style apartment in the City of Costa Mesa.

**TABLE HOU-44
NEW CONSTRUCTION/REPLACEMENT COSTS**

Cost/Fee Type	Cost Per Unit
Land Acquisition	\$103,040
Construction	\$49,215
Financing/ Other	\$65,252
Total Cost Per Unit	\$217,507

The rehabilitation of existing units instead of new construction is the most cost effective approach toward the preservation of "at-risk" units. It should be noted however, that "at-risk" units may also be preserved through tenant-based rental assistance.

- 3) Tenant-Based Rental Assistance – This type of preservation largely depends on the income of the family, the shelter costs of the apartment and the number of years the assistance is provided. If the typical family that requires rental assistance earns \$18,450, then that family could afford approximately \$461 per month for shelter costs. The difference between the \$461 and the typical rent for a two bedroom apartment of \$981 would result in necessary monthly assistance of \$520 a month or \$6,240 per year. For comparison purposes, typical affordable housing developments carry an affordability term of at least 20 years, which would bring the total cost to \$124,800 per family.

For the seven year period of this housing element, a total of 77 units are considered high priority "at-risk" units in Casa Bella and Villa Nova. The total cost of producing new and comparable units is estimated at \$16,748,039, while rehabilitation is estimated at \$7,829,283. Providing tenant-based rental assistance is estimated at \$9,609,600 for a twenty-year period.

The City of Costa Mesa is strongly committed to the preservation of affordable housing units and therefore has identified the following measures in an effort to save such "at-risk" units.

Preservation Resources

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: organizational and financial. Qualified, non-profit entities need to be made aware of the future possibilities of units becoming "at risk." Groups with whom the City has an on-going association are the logical entities for future participation. A list of potential organizational preservation resources is provided in the appendix.

STRATEGIES TO RETAIN AFFORDABLE UNITS

The following is a list of potential financial resources considered a part of the City's overall financial plan to deal with retaining affordable units. The number and availability of programs to assist cities and counties in increasing and improving their affordable housing stock is limited and public funding for new projects is unpredictable. The following programs are local, state and federal programs. Some are managed locally by the City through funds accessed directly from HUD.

- 1) HOME Program: The HOME Program was created under Title II of the Cranston-Gonzales National Affordable Housing Act enacted on November 28, 1990. For the City of Costa Mesa, HOME funds are made available on an annual competitive basis through the State Department of Housing and Community Development (HCD) small cities program. Approximately \$500,000 is available to develop and support affordable rental housing and home ownership affordability. Activities include acquisition, rehabilitation, construction, and rental assistance.

Costa Mesa uses HOME funds primarily for first-time homebuyers (down-payment assistance), owner-occupied rehabilitation and rental-rehabilitation. The City has also done some multi-family acquisition/rehabilitation.

- 2) Orange County Housing Authority (OCHA) – The Orange County Housing Authority administers two programs: Conventional Housing or Low Rent Public Housing and Section 8 Certificate and Voucher Program. The Conventional Housing Program includes housing developments that are managed and maintained by OCHA. The Section 8 Certificate Program is a tenant-based rental subsidy administered by OCHA. Qualified families are selected and certified from a waiting list. The qualified family can utilize the Certificate for any "decent, safe and sanitary housing." The tenant's portion of the rent is based on 30 percent of the adjusted family gross income. OCHA subsidizes the difference between the tenant's portion and the rent. The actual rent is restricted by Fair Market Rents (FMR), as determined by HUD. The Section 8 Voucher Program is basically the same as the Certificate Program, except the tenant's housing choice is not restricted by the Fair Market Rents.

As of September 1999, OCHA serves 478 families through Section 8 certificates and vouchers and roughly 40 percent of those served are seniors in Costa Mesa. In addition, OCHA has approximately 7,500 families on the Section 8 waiting list for the OCHA jurisdiction.

- 3) Community Development Block Grant (CDBG) Funds - The City of Costa Mesa is an entitlement city. An entitlement city is a city with a population over 50,000 that receives funding directly from HUD. The City receives approximately 1.4 million from the federal government annually. The City of Costa Mesa utilizes CDBG funds for rental and owner housing rehabilitation activities, infrastructure, public facilities and public services. Proceeds from those activities are deposited into a revolving loan fund established from low interest loans for rehabilitation and could be a resource for preservation activities.
- 4) Redevelopment Agency Tax Increment Funds – As required by State law, the Costa Mesa Redevelopment Agency (RDA) sets aside 20 percent of the gross tax increment revenues received from the Redevelopment Area into a low to moderate income housing fund for affordable housing activities.

According to the 1999-2004 RDA Implementation Plan, \$598,000 will be expended on housing programs in fiscal year 1999-2000. In subsequent years 2000-2001 through 2003-2004, \$330,000 will be allocated to housing programs. Total expenditures for the five-year period are \$1,921,000. The expenditures are on the following types of programs:

- ◆ Rental Rehabilitation Programs
- ◆ Acquisition/Rehabilitation Programs
- ◆ Tenant-based Assistance Programs
- ◆ Mortgage Certificates
- ◆ First-time Homebuyer
- ◆ Home Owner/New Construction

The RDA plans to utilize these funds to assist 56 existing and new affordable units in the City, including 16-very-low income units and 40-low-income units through the above housing programs.

- 5) Community Reinvestment Act (CRA) - Federal law requires that Banks, Savings and Loans, Thrifts, and their affiliated mortgaging subsidiaries, annually evaluate the credit needs for public projects in communities where they operate. Part of the City's efforts in developing preservation programs will be to meet with local lenders to discuss future housing needs and applicability of the Community Reinvestment Act. Although an unpredictable resource, it is important to establish a working relationship for future problem solving.
- 6) Low-income Housing Tax Credit Program (LIHTC) - The LIHTC Program provides for federal and state tax credits for private developers and investors who agree to set aside all or an established percentage of their rental units for low-income households for no less than 30 years. Tax credits may also utilized on rehabilitation projects, contributing to the preservation program.

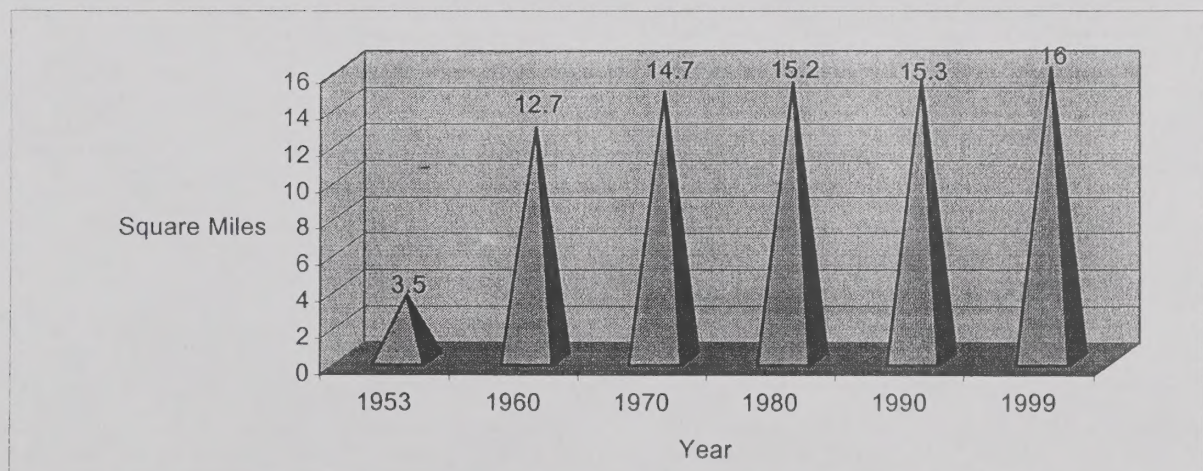
The program begins when developers and investors apply for an allocation of tax credits from the California Tax Credit Allocation Committee (CTCAC). Tax credits are awarded on a competitive basis at varying times. Compliance is monitored according to Internal Revenue Service (IRS) rules and regulations.

- 7) The Affordable Housing Program (AHP) and Community Investment Program (CIP) are facilitated by the Federal Home Loan System for the purposes of expanding the affordable housing supply. Local service is provided by the San Francisco Federal Home Loan Bank District. Subsidies are awarded on a competitive basis usually in the form of low-interest loans and must be used to finance the purchase, construction, and/or rehabilitation of rental housing.
- 8) The Urban Predevelopment Loan Program, conducted through HCD, provides the funds to pay the initial costs of preserving existing affordable housing developments for their existing tenants. Priority is given to applications with matching financing from local redevelopment agencies or federal programs.
- 9) Acquisition and Rehabilitation (a component of the Multi-family Housing Program) is conducted through HCD for acquisition and rehabilitation of existing affordable rental housing. Priority is given to projects currently subject to regulatory restrictions that may be terminated. Assistance is in the form of low interest construction and permanent loans. Local government agencies, private nonprofit and for-profit organizations are eligible applicants.

SUITABLE LANDS

Since the 1970's, large pieces of vacant land have slowly disappeared and the City is now approaching build-out. Currently, there are approximately 80 vacant residentially-zoned acres in the City, half of which are included in the North Costa Mesa Specific Plan. Due to the limited supply of vacant land, the City has started to identify land with potential for redevelopment or under-utilized lands.

CHART HOU-20
LAND AREA TRENDS (1953-1997)



Under-utilized land is land not being used to its maximum potential. For example, one unit on a 12,000 square-foot lot that is zoned for one unit per 6,000 feet is an under-utilization of the land. An aging office building on land zoned for multi-family residential is also considered under-utilized. Currently, there is an estimated potential for an additional 871 housing units on under-utilized land in the City of Costa Mesa.

Vacant land could yield an additional 1,640 units. Most of the vacant land zoned for residential uses is located in the Planned Development Residential-Medium-Density (PDR-MD) and the Planned Development Residential-North Costa Mesa zone. These PDR zones are specifically intended for innovative residential projects, such as zero lot line, small lot, cluster development and mixed income developments. The largest piece of land left in the City of Costa Mesa is located within the PDR-NCM. This site represents a total of 40.3 acres of land with a potential for 1,274 housing units that comprises approximately half of the city's remaining housing production. There are 74.32 remaining vacant acres and 146.23 acres with potential for redevelopment. See the Appendix for the complete list of suitable sites in the City of Costa Mesa.

Due to the near built-out condition of the City, public services and facilities, such as water, sewer and storm drains are readily available to all residential sites, including the North Costa Mesa Specific Plan.

The following table displays the total vacant and under-utilized land suitable for residential development by zoning, permitted density ranges, public service availability and the potential number of units. The maximum number of units assumes that the acreage is built at the maximum permitted density. The net number of units reflects typical development densities, based on a sample of recent residential projects.

**TABLE HOU-45
SUITABLE LANDS BY ZONE (1999)**

Zoning District	Permitted Density Ranges	Total Acreage	Maximum Number of Units	Net Number of Units *	Public Services Availability
Vacant lands					
R1	1-7 Units/Acre	1.09 Acres	7 Units	6 Units	Yes
R2	6-12 Units/Acre	3.09 Acres	31 Units	28 Units	Yes
R2H	7-14 Units/Acre	1.15 Acres	21 Units	18 Units	Yes
R3	7-20 Units/Acre	0.52 Acres	10 Units	9 Units	Yes
PDR-MD	8-12 Units/Acre	28.17 Acres	338 Units	305 Units	Yes
PDR-NCM	25-35 Units/Acre	40.30 Acres	1,410 Units	1,274 Units	Yes
Under-Utilized lands					
R1	1-7 Units/Acre	62.26 Acres	179 Units	161 Units	Yes
R2	6-12 Units/Acre	47.36 Acres	367 Units	332 Units	Yes
R2H	7-14 Units/Acre	35.30 Acres	395 Units	356 Units	Yes
R3	7-20 Units/Acre	1.31 Acres	25 Units	22 Units	Yes
TOTAL: 2,511 Units					
Source: City of Costa Mesa Land Use Database and Zoning Code * A correction factor of 0.9037 was applied to the maximum number of units, to reflect typical development densities, based on a sample of recent residential development.					

In addition to lands with a variety of residential densities that can accommodate many housing types, the City zoning ordinance includes a Citywide Land Use Matrix. The matrix provides "...a comprehensive list of uses which are permitted, conditionally permitted or prohibited in the various zoning districts,..." The Land Use Matrix includes permitted zones for land uses such as SRO's, accessory uses, day care facilities, granny units and residential care facilities for special needs groups.

Generally, single family (including manufactured homes) and multi-family uses are permitted in all residential zones, except multi-family uses are not permitted in the R1 zone, and each residential zone has the potential to accommodate all income groups. Mobile home parks are permitted in all residential zones, except R1, with a conditional use permit (CUP). Accessory apartments and granny units are permitted in the R1 zone and will most likely provide housing opportunity to Low, Moderate and Above-moderate income groups, but are basically subject to parking, setback and density criteria.

TABLE HOU-46
PERMITTED RESIDENTIAL USES BY ZONE SUMMARY (1999)

Residential Zones	Single-family	Multi-family	Mobile home Parks	Granny and Accessory Units
R1	Permitted	Prohibited	Prohibited	Permitted
R2MD	Permitted	Permitted	Permitted With CUP	Prohibited
R2HD	Permitted	Permitted	Permitted With CUP	Prohibited
R3	Permitted	Permitted	Permitted With CUP	Prohibited
PDR-LD	Permitted	Permitted	Permitted With CUP	Prohibited
PDR-MD	Permitted	Permitted	Permitted With CUP	Prohibited
PDR-HD	Permitted	Permitted	Permitted With CUP	Prohibited
PDR-NCM	Permitted	Permitted	Permitted With CUP	Prohibited
PDC/PDI	Permitted	Permitted	Permitted With CUP	Prohibited

Source: City of Costa Mesa Zoning Code.

Homeless shelters are allowed subject to approval of a conditional use permit in most residential and commercial zones and permitted in the Institutional and Recreational zone (I and R).

The City encourages mixed-use development by allowing a variety of residential uses in non-residential zones. For example, SRO's are allowed in the Commercial 1-2 zones (C1 and C2) with conditional use permits. The allowance of SRO's in commercial zones resulted in 154 Very Low and Low income units in two separate projects: Costa Mesa Village and Park Place Village. Costa Mesa Village provides 96 units and Park Place Village provides 60 units. The SRO mixed-use developments could add future housing to Low and Very Low income groups in the City of Mesa.

In addition, residential uses are also allowed in the Planned Development-Commercial (PDC) and Planned Development-Industrial (PDI) zones. The City's Planned Development zones encourage Very Low and Low income housing and a more efficient use of land through innovative planning incentives. Each Planned Development zone has a base and maximum residential density.

Projects are allowed the maximum density of the Planned Development zone with the provision of affordable housing and other design criteria. Other design criteria include preservation of natural features, distinctive site planning, provision of excess usable open space, provision of subterranean parking or location near public transit facilities.

The incentives within the Planned Development zones were utilized for the 770 unit project, the Lakes. The Lakes, a mixed-use and mixed-income project, resulted in 154 affordable units. Of which, 77 units are occupied by the Very Low income group and the remaining 77 units are occupied by the Low income group.

The incentives, such as density bonus, financial assistance and development review streamlining, within the Planned Development zones could result in additional and innovative affordable units for the City of Costa Mesa's Very Low and Low income households. Very-low, Low, Moderate and Above-moderate could be accommodated in all of the City's remaining residential zones, especially through the utilization of City funds for the write-down of land costs and land acquisition or development incentives.

CONSTRAINTS, EFFORTS AND OPPORTUNITIES

The purpose of this section is to analyze potential and actual governmental and non-governmental constraints on the maintenance, improvement and development of housing in the City of Costa Mesa. A discussion of Costa Mesa's efforts to remove constraints is included as well as efforts to promote energy conservation

GOVERNMENTAL CONSTRAINTS

State and Federal Policy

Actions or policies of numerous governmental agencies, whether involved directly or indirectly in the housing market, can impact the ability of the private sector to provide adequate housing to meet consumer demands. One example, the impact of federal monetary policies, was introduced in the preceding discussion. Federal budgeting and funding policies of a variety of departments can either stimulate or depress various aspects of the housing industry. Local or state government compliance or the enactment of sanctions (sewer connection or growth moratoriums) for noncompliance with the federal Clean Air and Water Pollutions Control Acts can impact all types of development.

State agencies and local government compliance with state statutes can complicate the development of housing. Although of relatively minor significance in Costa Mesa, the Coastal Act and actions of the Coastal Commission have combined to lengthen the permit approval process for housing development in areas under their jurisdiction. Other statutes such as the California Environmental Quality Act and sections of the Government Code relating to rezoning and General Plan amendment procedures can also act to prolong the review and approval of development proposals by local governments. In many instances, compliance with these mandates establishes time constraints which cannot be altered by local governments.

Local governments exercise a number of regulatory and approval powers which directly impact residential development within their respective jurisdictional boundaries. These powers establish the location, intensity, and type of units which may or may not be developed. The City's General Plan, zoning regulations, project

review and approval procedures, development and processing fees, utility infrastructure, public service capabilities, and development attitudes all play important roles in determining the cost and availability of housing opportunities in Costa Mesa.

Land Use Controls

In terms of land use controls, the General Plan is of paramount concern. This policy document not only establishes the location and amount of land which will be allocated to residential development, but also establishes the intensity of development (in terms of unit densities and total number of units) which will be permitted. While nearly all components or elements of the General Plan contain goals and policies which influence residential development, it is the Land Use Element which has the most direct influence.

The R1 zoning district promotes low-density, detached single-family development and represents approximately 56.9 percent of the residential land in the City of Costa Mesa. The R2-MD district promotes medium-density, multi-family development and comprises 20.5 percent of the residential land. The R2-HD and R3 are zones intended for high-density multi-family dwelling units.

Generally, minimum lot sizes, minimum open space, maximum height and parking requirements are similar for residential zones R1 through R3, except for a larger minimum lot size in the R2-MD zone and do not create negative impacts for the community and developers. A small amendment to reduce the number of compact parking spaces was recently approved. Generally, the purpose of the parking standards is to provide covered parking and adequate ingress and egress for all housing types. The parking standards provide at least one covered parking space and one-half a parking space for each housing unit. Additional open parking is required for larger bedroom sizes. See the Technical Appendix for further details.

In addition, the City has several planned development zoning districts with various densities including the PDR-NCM, which is a special high-density district in North Costa Mesa. See the Technical Appendix for further details. The planned development districts provide incentives for innovative designs that incorporate small lots, zero lot lines, residential clustering, mixed densities and mixed income types.

Density in the PDR zones are characterized by a base density and a maximum density. The maximum density may be realized if affordable housing is provided along with other innovative planning concepts. The medium, high and north Costa Mesa PDR zones also allow high rise apartments and common interest developments.

The City of Costa Mesa promotes a variety of residential zones with fair development standards that do not present a significant constraint on housing development and have not resulted in negative public perception.

**TABLE HOU-47
DEVELOPMENT STANDARD BY RESIDENTIAL ZONE**

Development Standard	R1	R2-MD	R2-HD	R3	PDR
Min. Lot Size	6,000 sq. ft.	7,260 sq. ft.	6,000 sq. ft.	6,000 sq. ft.	See Appendix
Max. Density	1 du/6,000 sq. ft.	1 du/3,630 sq. ft.	1 du/3,000 sq. ft.	1 du/2,178 sq. ft.	8-35 du/ac.
Min. Open Space	40%/lot	36-40%/lot	36-40%/lot	36-40%/lot	See Appendix
Max. Height	2 stories/30'	2 stories/30'	2 stories/30'	2 stories/30'	See Appendix
Min. Parking	2 /unit	1.5-3 /unit	1.5-3/unit	1.5-3/unit	1.5-3/unit
Front Setback	20'	20'	20'	20'	See Appendix
Side Setback	5' *	5' *	5' *	5' *	See Appendix
Rear Setback	10-20' *	10-20' *	10-20' *	10-15'	See Appendix
Source: City of Costa Mesa Zoning Code * See Appendix for more details.					

The City of Costa Mesa has generally designated more residential land for medium to high densities than other jurisdictions. For example, the Cities of Irvine, Fountain Valley and Santa Ana have less than 30 percent of residential land zoned for medium to high-density. Huntington Beach has more land zoned for medium- and high-density residential uses than the City of Costa Mesa. Approximately three-fourths of Orange County is broadly designated as Suburban (1-18 units per acre).

**TABLE HOU-48
RESIDENTIAL LAND BY DENSITY - SURROUNDING JURISDICTIONS**

Jurisdiction	Low-Density *	Medium- to High-Density	Other **
Costa Mesa	56.9%	43.1%	N/A
Huntington Beach	48.5%	47.3%	4.2%
Irvine	82.3%	17.7%	N/A
Fountain Valley	90.3%	8.2%	1.5%
Newport Beach	N/A		
Santa Ana	71.0%	29.0%	N/A
Orange County	26.6% less than 1 unit per acre & 72.8% 1-18 18 units per acre		
Source: City General Plans.			
* Low-density is generally up to 8 units per acre, except in Irvine at 10 units per acre.			
** Other refers to land zoned for mobile homes. Other cities permit mobile homes throughout other zones.			

Due to the limited supply of available vacant residential land, future residential development will depend on private or public redevelopment of under-utilized land or reallocation of non-residential property to a variety of residential uses, all of which can be accommodated through the current land use designations.

Local Entitlement Processing and Fees - Two aspects of local government have been criticized as placing undue burdens on the private sector's ability to build affordable housing. These are: (1) the fees or other exactions required of developers to obtain project approval and, (2) the time delays caused by the review and approval process. Critics contend that lengthy review periods

increase financial and carrying costs and that fees and exactions increase expenses. These costs are in part passed onto the prospective homebuyer in the form of higher purchase prices or rents.

TABLE HOU-49
PLANNING APPLICATION FEES – SURROUNDING JURISDICTIONS

Jurisdiction	General Plan Amendment	Zone Change	Parcel Map	Variance
Costa Mesa	\$1985 *	\$955	\$680	\$715
Huntington Beach	\$8,390 (minor) \$11,150 (major)	\$5,300	\$1,460	\$1,080
Fountain Valley	\$2,500	\$1,200	\$1,000	\$1,000
Newport Beach	\$1,821 (minor) \$10,421 (major)	\$1,471	\$213	\$1,990
Santa Ana	\$2,165	\$1,730	\$810 **	\$1,730
Irvine	\$85.70/Hr.	\$85.70/Hr.	\$85.70/Hr.	\$85.70/Hr.
Orange County	\$5,000	\$2,000-\$5,000	\$2,000 (screencheck)	\$1,500-\$2,000

Source: City Planning Departments.

* Plus \$125 for additional acre. ** Plus \$18 for each lot.

A brief survey shows that the planning application fees charged by the City of Costa Mesa are generally lower than surrounding cities and Orange County. For example, Costa Mesa imposed a fee of \$955 for a zone change, while Fountain Valley, Newport Beach and Santa Ana imposed \$1,200, \$1,471 and \$1,730, respectively.

The time required to process a project varies tremendously from one project to another and is directly related to the size and complexity of the proposal and the number of actions or approvals needed to complete the process. The following chart identifies the most common steps in the entitlement process. It should be noted that each project does not necessarily have to complete each step in the process (i.e., small scale projects consistent with General Plan and zoning designations do not generally require Environmental Impact Reports, General Plan Amendments, Rezones, or Variances). Also, certain review and approval procedures may run concurrently. Since a majority of Environmental Impact Reports (EIR) are prepared in response to a General Plan Amendment request, these two actions are often processed simultaneously. Costa Mesa also encourages the joint processing of related applications for a single project. As an example, a rezone petition for a Planned Development Zone may be reviewed in conjunction with the required Development Plan, a tentative tract map and any necessary variances. Such procedures save time, money and effort for both the public and private sector.

**TABLE HOU-50
DEVELOPMENT REVIEW AND APPROVAL PROCEDURES**

Action/Request	Processing Time	Comments
Environmental Impact Report (Fee: Consultant contract estimate plus 10%)	4-6 Months	Processing and review time limits controlled through CEQA. Accepted by decision making body.
Negative Declaration (Fee: \$330)	3-4 Weeks	Processing time can be extended if the project has a longer review and approval period. Adopted by decision making body.
General Plan Amendment (Fee: \$1,985 plus \$125/ac for each acre over 1 acre)	4-6 Months	Gov. Code Section 65358 limits the number of times any element of the General Plan can be amended each calendar year. Approved by the City Council upon recommendation by Planning Commission.
Rezone (Fee: \$955)	90 days	Certain procedures and time limits established by Gov. Code Sections 65854-65857. Approved by the City Council upon recommendation by the Planning Commission.
Parcel Map (Fee: \$680)	90 days	Approved by the Planning Commission
Tentative Tract Map (Fee: \$680)	90 days	Approved by Planning Commission
Variance (Fee: \$715)	90 days	Approved by Planning Commission
Administrative Adjustment (Fee: \$420)	3-4 Weeks	Approved by Zoning Administrator
Development Review (Fee: \$500)	2-3 Weeks	Staff level review
Note: Fee Review is conducted on an annual basis, therefore, current fees may vary.		

Fees, land dedications, or improvements are also required in most instances to provide an adequate supply of public park land and to provide necessary public works (streets, sewers, and storm drains) to support the new development. While such costs are charged to the developer, most, if not all, additional costs are passed to the ultimate product consumer in the form of higher prices or rents.

The significance of the necessary public works improvements in determining final costs varies greatly from project to project. The improvements are dependent on the amount of existing improvements and nature of the project.

Additional off-site improvement fees which have recently been charged to new development includes the Consolidated Water District fee and local school district fees. In 1999, the Newport Mesa Unified School District fee for new construction was \$1.84 per square-foot except for senior housing which was charged a reduced rate. The Santa Ana Unified School District fee was \$1.93 per square-foot. The City collects a per unit mitigation fee for the San Joaquin Hills Transportation Corridor. In 2000, the San Joaquin Hills Transportation Corridor fee was \$2,696 per single-family unit and \$1,574 per multi-family unit. This fee is only assessed to property in the northern portion of the City as described in the Circulation Element. All of these fees contribute to the cost of housing.

Costa Mesa also assesses a traffic impact fee on an incremental basis, as follows:

**TABLE HOU-51
TRAFFIC IMPACT FEE SCHEDULE (2000)**

Average Daily Trip Ends (ADT)	Traffic Impact Fee
0 to 25 ADT	\$0 / ADT
26 to 50 ADT	\$50 / ADT
51 to 75 ADT	\$75 / ADT
76 to 100 ADT	\$100 / ADT
101 ADT and More	District 1 (north of the I-405 and SR-73) - \$195 / ADT District 2 (south of the I-405 and SR-73) - \$149 / ADT*
* A reduction in this fee may be applicable in the Newport Boulevard Specific Plan.	

Compliance with numerous governmental laws or regulations can also add to the cost of housing. Requirements which relate to site coverage, parking, and open space within developments can indirectly increase costs by limiting the number of dwelling units which can occupy a given piece of land. This is especially true with larger units when the bulk of the buildings and increased parking requirements occupy an increasing share of the site. In some instances, developers must decide whether or not to build smaller units at the maximum allowable density or fewer larger units at a density less than the maximum. Either solution can have different impacts on the housing market.

Building a higher number of small units can reduce costs and provide additional housing opportunities for smaller households but does not accommodate the needs of larger families. Bigger units can be made available to families but because of their size and lower density, the cost of these units is higher.

Other development and construction standards can also impact housing costs. Such standards may include the incorporation of additional design treatment (architectural details or trim, special building materials, landscaping, and textured paving) to improve the appearance of the development. Other standards included in the Uniform Building Code state regulations regarding noise transmission and energy conservation can also result in higher construction costs. While some of these features (interior and exterior design treatments) are included by the developer to help sell the product in the competitive market, or some features (energy conservation regulations) may actually reduce monthly living expenses, all add to the initial sales price, which is becoming an increasingly difficult hurdle for many new homebuyers.

Building Codes and Enforcement

Compliance with Building Code standards often adds to the cost of construction but is seen as necessary to protect the health, safety and welfare of the citizens. Compliance results in greater construction costs up front but ensures that the buildings retain their structural integrity.

NON-GOVERNMENTAL CONSTRAINTS

The private market influences the selling and rental prices of all types of housing. This includes existing and new dwelling units. While actions within the public sector play important parts in determining the cost of housing, the private sector affects the residential markets through such mechanisms as supply costs (i.e., land, construction, financing) and value of consumer preference.

AVAILABILITY OF FINANCING

Another constraint affecting housing costs is the cyclical nature of the housing industry. Housing production can vary widely from year to year with periods of above-average production followed by periods of below-average production. Fluctuations are common in most industries but appear to be more dramatic in the homebuilding sector because of susceptibility of the industry to changes in federal fiscal and monetary policies.

One significant component to overall housing cost is financing. After decades of slight fluctuations in the prime rate, the 1980's saw a rise in interest rates which peaked at approximately 18.8 percent in 1982. As the decade closed and the economy weakened, the prevailing interest rate was around ten percent. The decade of the 1990's saw interest rates drop dramatically, fluctuating between six and eight percent. Through 1999, the rates on a 30-year fixed rate mortgage have varied between seven and eight percent, roughly. The substantial drop in the cost of fixed rate mortgages and the widespread use of adjustable rate mortgages have substantially decreased the effects of financing on the purchase of a home.

Interest rates impact housing costs in two ways. First, the costs of borrowing money for the actual development of the dwelling units are incorporated directly into the sales price or rent. Second, the interest rate of the homebuyer's mortgage is reflected in subsequent monthly payments. Often the monthly costs are more critical to the homeowner than the final sales price. As such, variations in interest rates can price many consumers out of the housing market. For example, a 30-year loan of \$273,064 financed at seven percent translates into a monthly payment of \$1,826 while a similar loan at 12 percent increases the payment to \$2,702 per month.

TABLE HOU-52
EFFECTS OF INTEREST RATES ON MONTHLY PAYMENTS

Interest Rate	Selling Price	Net Monthly Payment*
6.00%	\$273,064	\$1,666
7.00%	\$273,064	\$1,826
8.00%	\$273,064	\$1,991
10.00%	\$273,064	\$2,339
12.00%	\$273,064	\$2,702

Monthly Payment assumes 10% down, TI=\$200 and 360 Payments.

Cost of Land

The cost of residential land has a direct impact on the cost of a new home and is, therefore, a potential non-governmental constraint. The higher the land costs, the higher the price of a new home.

According to Metroscan, the cost of multi-family zoned vacant land in the City of Costa Mesa in 1999 is approximately \$1,236,484 per acre or \$103,040 per unit. This represents an increase of 9.4 percent from \$94,203 per unit for multi-family zoned vacant land in 1998. Generally, the multi-family vacant land has increased at about nine percent annually on average since 1991 when vacant land was

approximately \$60,000 per unit for multi-family vacant land. According to Metroscan, there have been no vacant single-family land transactions over the last three years, however, it is probable that the need for single-family vacant land has increased at least as rapidly as the need for multi-family vacant land.

The City of Costa Mesa is over 90 percent built out. Available vacant residential land will become more scarce over time, especially, when considering the lack of annexation opportunities. The cost of residential vacant land will continue to increase in the City of Costa Mesa and will play a role in the prices passed on to the consumer. The scarce supply of vacant land will influence residential intensification and conversion in the future.

Cost of Construction

The costs of labor and materials have a direct impact on the price of housing and are the main components of housing cost. Residential construction costs vary greatly depending upon the quality and size of the home being constructed and the materials being used.

In 1999, construction costs were between \$61.10 and \$88.00 per square-foot for single-family units and between \$57.90 and \$74.40 per square-foot for wood frame apartments. Such costs can account for between 35 and 45 percent of the total housing costs. Rising construction costs also impact the ability of homeowners or landlords to provide needed rehabilitation of substandard dwelling units.

TABLE HOU-53
SINGLE-FAMILY CONSTRUCTION COSTS PER SQUARE-FOOT

Housing Type	1990	1994	1996	1999
Average-Wood Frame	\$47.66	\$51.04	\$55.17	\$61.10
Good Quality-Wood Frame	\$67.49	\$73.23	\$75.76	\$83.90
Average-Masonry	\$55.46	\$57.15	\$62.04	\$68.70
Good Quality-Masonry	\$71.16	\$73.32	\$79.33	\$88.00
Source: Building Standards.				

Product design and consumer expectations also influence the types and styles of units being constructed in this area. Today's new homes are quite different than those produced during the 1960's. Numerous interior and exterior design features (larger master bedroom suites, microwave ovens, trash compactors, dishwashers, wet bars, decorative roofing materials, exterior trim, and architectural style) make it difficult to make direct comparisons in costs over the years. In a highly competitive and sophisticated market such as Southern California, many consumers consider these "extra touches" as necessities when buying a new home. While the basic shelter or "no frills" house has met with varying degrees of consumer acceptance, the high costs of homeownership may lead to a return to less complicated designs.

A significant constraint to many families is the specific design features (lack of recreational facilities or unit size and design) in individual projects which are not suited for children. In addition, design features such as stairs, hallways, doorways, counters, and plumbing facilities restrict access to handicapped persons.

Condominium Conversion

As the willingness to pay rent increases, the private market can push apartment owners toward conversion to condominiums units. A condominium conversion can be a constraint on the maintenance of housing and especially impact rental units that may serve many economic segments of the community. Recent legislation has sought to curb the effects of condominium conversions on the maintenance of housing.

The Ellis Act is a state law that sets forth rights for renters in apartments converting to condominiums, including restrictions on new rents. Also, proposed California Senate Bill 1106 will allow public agencies to regulate condominium conversions that adversely affect the affordable housing stock.

The City of Costa Mesa manages condominium conversions or residential common interest development conversions through the City Zoning Code. Specifically, Section 13-42 of the zoning code avoids the diminishing effect of conversion in the rental stock and displacement of residents through a critical vacancy rate that limits residential common interest development conversions.

CONSTRAINT REMOVAL EFFORTS

The City of Costa Mesa has instituted actions aimed at reducing the impact of the public sector role in housing costs. Major efforts have involved the reduction in entitlement processing time. In May 1977, the City Council adopted a procedural overlay ordinance which gave the Planning Commission final approval authority over many actions (conditional use permits, variances, and certain design review functions) which previously required Council approval. Amendments to the commercial, industrial, and multi-family residential zones in 1977 and 1978 resulted in the delegation of most site plan review responsibilities from the Planning Commission to City Staff. December 1978 amendments to the Planned Development Ordinance substantially reduced processing time of projects located in the Planned Development zones by eliminating the need of processing Preliminary Developments through the Planning Commission and Final Development Plans through both the Commission and City Council. These amendments now require approval of a single Development Plan by the Commission and Council. In 1988, the City Council adopted a Zoning Administrator Ordinance which allows some minor permits to be processed at the Staff level. Other staff level actions include minor modifications and administrative adjustments, which permit the Planning Division and Zoning Administrator to deviate from the zoning code.

The City's processing policies regarding "piggyback" or concurrent review of related applications for a single project also reduce overall time and costs.

Although the City's processing and development fee structure accounts for less than two percent of the final costs, cost implications for developers of low-income housing can be significant when any increase inhibits the ability to provide units affordable to their clients. To offset developers costs, the City sometimes installs public improvements for affordable housing. Such an effort results in a reduction in fees paid by private housing developers.

The City provides cost reductions to developers through the Density Bonus and Other Incentive Ordinance when low and very-low income senior units are proposed. Further cost reductions occur in the form of increased densities and concessions such as flexibility in site development standards and zoning code

requirements, reductions in development fees and dedication requirements, financial aid, and/or accelerated plan check.

Further cost reductions occur through the more efficient use of land in the Commercial/Residential land use zone, SRO conversions, granny units, accessory units and the Planned Development program. For example, the Planned Development residential districts of the zoning code allow design flexibility through, but not limited to, small lots, zero lot line, cluster developments, mixed unit types and high rise apartments.

Through the Redevelopment Agency, the City provides cost savings through financing options. Activities include, but are not limited to homebuyer assistance, owner rehabilitation and rental rehabilitation.

OPPORTUNITIES FOR ENERGY CONSERVATION

Two basic and interrelated approaches to creating energy conservation opportunities in residences are conservation and development.

Conservation

Conservation can be accomplished by reducing the use of energy-consuming items, or by physically modifying existing structures and land uses.

The California Energy Commission first adopted energy conservation standards for new construction in 1978. These standards, contained in Title 24 of the California Administrative Code, contain specifications relating to insulation, glazing, heating and cooling systems, water heaters, swimming pool heaters, and several other items. Specific design provisions differ throughout the State depending upon local temperature conditions. Because of the warm climate, some of the insulation and heating standards are significantly less stringent in Costa Mesa.

The California Energy Commission revised the standards for new residential buildings in 1981. These "second generation" standards were then delayed until 1983 when AB 163 was passed which provided options for complying with the standards.

Although the energy regulations establish a uniform standard of energy efficiency, they do not insure that all available conservation features are incorporated into building design. Additional measures may further reduce heating, cooling, and lighting loads and overall energy consumption. While it is not suggested that all possible conservation features be included in every development, there are often a number of economically feasible measures that may result in savings in excess of the minimum required by Title 24.

Land use policies also affect the consumption of energy for transportation. The historic pattern of growth and development in Southern California (urban sprawl) has made necessary an intricate network of freeways and surface streets. As the region becomes more decentralized, residences and places of employment are become more scattered over large areas and mass public transit (trains, subways, etc.) become less feasible. The private auto becomes a necessity.

Although the regional pattern has already been established, opportunities still exist for energy sensitive land use and transportation decisions on a local level. Concentration of higher density housing and employment centers along major transportation corridors increases the convenience of public transit and may

encourage reduced use of private automobiles with a corresponding reduction in vehicular fuel consumption. Integrated, or mixed-use developments provide the opportunity for people to live within walking distance of employment and/or shopping. By its nature, of course, this technique is more feasible and more effective when applied to large parcels of land, which are practically non-existent in the City.

Development

Solar energy is a viable alternate energy source for the City of Costa Mesa. There are two basic types of solar systems; active and passive. In passive solar systems, the structure itself is designed to collect the sun's energy, then store and circulate the resulting heat similar to a greenhouse. Passive buildings are typically designed with a southerly orientation to maximize solar exposure, and are constructed with dense material such as concrete or adobe to better absorb heat. Properly placed windows, overhanging eaves, and landscaping can all be designed to keep a house cool.

Active solar systems typically collect and store energy in panels attached to the exterior of a house. This type of system utilizes mechanical fans or pumps to circulate the warm/cool air, while heated water can flow directly into a home's hot water system. Solar cells absorb the sun's rays which generate electricity and can substantially reduce one's electric bills. Technology has made the cells increasingly efficient and has reduced their cost to the level which may make them more popular with the average consumer.

Although passive solar systems generally maximize use of the sun's energy and are less costly to install, active systems have greater potential application to both cool and heat a house plus provide it with hot water and electricity. This may mean lower energy costs for Costa Mesa residents.

Approximately 29.2 percent of the City's housing stock has been built since 1980 and most likely these units benefit from Title 24 and other energy conservation measures. Also, the number of housing units built has dropped off as large parcels of vacant land become more scarce in the City. A minor portion of the City's housing stock will benefit from Title 24 and other energy conservation measures in the future. As a result, a large portion of the City's energy conservation opportunities will come from remodeling the existing residences. Major opportunities for residential energy conservation will include insulation and weather-proofing, landscaping and maximizing orientation and lowering appliance consumption.

As property values rise and housing units age, the frequency of remodels and additions has increased in Costa Mesa, which results in more units complying with Title 24.

5.4 HOUSING ISSUES/TRENDS

The purpose of this section is to assess state, regional and local housing issues, in order to provide a foundation for Costa Mesa's Housing Program.

STATE ISSUES AND POLICIES

In 1980, the State of California amended the Government Code by adding Article 10.6 regarding Housing Elements. By enacting this statute, the legislature found that "the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order. The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels...Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community..."

In 1995, the State published the State of California Consolidated Plan that includes a five-year housing strategy. The five-year housing strategy is intended for the utilization of federal resources toward housing needs in the state. Three broad objectives are identified for the use of federal funds:

- ◆ Meeting low-income renters needs.
- ◆ Meeting low-income homeowners needs.
- ◆ Meeting the needs of homeless persons and households requiring supportive services.

Within the five year strategy is a sub-list of strategies that are intended to address housing as a statewide concern:

- 1) Development of New Housing (assisting local governments in preparing and implementing housing elements of their general plan, expedited permit processing for affordable housing, funding resources and fostering partnerships between housing providers).
- 2) Preservation of Existing Housing and Neighborhoods (rehabilitation of existing homes, code enforcement, preserving government-assisted housing projects and mobile home ownership).
- 3) Reduction of Housing Costs (development on surplus and under-utilized land, self-help construction and rehabilitation programs, tax-exempt bonds for development and rehabilitation, financing and manufactured homes, eliminating duplicative environmental review procedures and revising regulations that add to the cost of housing development).

In 1999, the State issued the California Statewide Housing Plan Update. Key issues ascertained in the Housing Plan include:

- ◆ Much higher levels of housing construction are needed to adequately house the State's population.

- ♦ High housing cost burdens are increasingly an issue for both owners and renters. The combination of upward price pressure in the housing markets and relatively tight urban housing markets has led to increasing cost burdens, particularly for low-income renter residents.
- ♦ In some portions of the State, the level of overcrowding has dramatically increased.
- ♦ A substantial portion of affordable rental housing developments statewide are at risk of conversion to market rate use.
- ♦ Significant numbers of... temporary agricultural workers... migrate throughout the State facing housing challenges that impact their welfare.
- ♦ Homeless individuals and households ...face significant difficulties in obtaining shelter and reintegrating themselves into the broader society.

REGIONAL HOUSING POLICIES

The Southern California Association of Governments (SCAG) is responsible for the development of regional housing policies for the six-county Southern California region. Two policy documents prepared by SCAG are the key to the regional program. First, the Regional Housing Needs Assessment (RHNA) provides an analysis of area-wide needs as well as a "fair share" distribution mechanism to assign responsibility for meeting housing needs for all economic segments of the community.

A second policy document is the Regional Comprehensive Plan and Guide (RCPG). This regional plan is designed as "...A guide for local governments to use in addressing regional issues; fulfilling local goals and objectives and satisfying state and federal requirements." The RCPG consists of many components including growth management, regional mobility and housing. Although the Housing Chapter does not contain legal mandates, the chapter does include a list of goals that is substantiated with a set of strategies and recommendations for local policy formation:

- ♦ Decent and affordable housing choices for all people (housing choices relative to incomes in the local work force, affordable housing needs and homeownership for young and minority households).
- ♦ Adequate supply and availability of housing (reducing major components of new housing cost, financing and the need for funding, and density as a lower cost housing option).
- ♦ Housing stock maintenance and preservation.
- ♦ Promote a mix of housing opportunities region-wide (social equity and equal housing opportunity).

In addition, the RCPG includes a chapter on growth management consisting of issues and policies. Generally, the growth management policies encourage localities to achieve balance between jobs and housing prices, reduce costs of infrastructure on new development, plan for transit oriented development, mixed use development, infill and redevelopment, bicycle/pedestrian development and a range of urban densities.

ORANGE COUNTY HOUSING POLICIES

Orange County updated and adopted a Housing Element in 1993. This element contains an analysis of County housing needs, a comprehensive problem solving strategy, and a course of action. Policies and program objectives are developed to implement four housing goals relating to: 1) housing supply and residential choice; 2) equal housing opportunity; 3) housing conservation and neighborhood preservation; and 4) housing cooperation and coordination. While the primary focus of the element is on the unincorporated areas under County jurisdiction, the element deals with many of the same issues which impact Costa Mesa and provides an additional reference point for the development of a community-based housing program. In addition, these policies and programs are significant because they deal with the overall market of which Costa Mesa is a part.

COSTA MESA HOUSING ISSUES/TRENDS AND STRATEGIES

TRENDS

The following is a summary of housing trends in Costa Mesa:

- ◆ Over the last Housing Element period, the Costa Mesa Housing Program was fairly effective in meeting Regional Housing Needs Assessment (RHNA) goals. A variety of housing types and economic segments have been accommodated through the Housing Program.
- ◆ Costa Mesa has played a significant role in meeting the housing needs of the region with fair amounts of population gains through 1999.
- ◆ The City has continued to accommodate additional households, while the total land area has remained fairly constant. Providing new residential sites will present a challenge as the City approaches build-out. As residential sites become more scarce, several things are affected, including housing prices and intensification pressure.

Three key household trends impacting Costa Mesa's housing are:

- 1) An increased demand for larger bedroom sizes.
- 2) A relatively high renter rate.
- 3) Housing prices that have been exceeding median household income impact the ability to pay.

In light of diminishing residential sites, these three household trends will be major challenges for Costa Mesa. Homeownership programs, residential intensification, affordable housing strategies and innovative design will be important tools available to assist the City in meeting future housing demands.

- ◆ Currently, 4.3 percent of the Costa Mesa housing stock or 1,746 housing units are estimated as substandard. Of these, 548 housing units are most likely in need of replacement.
- ◆ Six projects or a total of 367 units are "at-risk" of converting to market rate over the next ten years. Two are HUD senior properties through the Section 202 (St John's Manor) and Section 221(d)(4) (Casa Bella) programs. One is through the Orange County multi-family bond program

(The Lakes). Two are through the Redevelopment Agency (Park Center and Park Place) and one through the City density bonus program.

STRATEGIES

Prior to the development of a program-specific housing strategy, it is necessary to establish the relative priorities of the identified housing needs and to assess the nature and extent of the City's existing housing programs.

The process of prioritizing housing needs involves the identification of target households and neighborhoods as well as a preliminary analysis of the most appropriate housing programs and/or resources to meet these needs.

Target Households and Neighborhoods

High construction costs, coupled with the diminishing availability of vacant land, limit the large scale expansion of the housing stock. Preservation and enhancement of the City's existing neighborhoods is vital to the maintenance of a viable urban community.

In particular, target neighborhoods have: 1) significant concentrations of low- and moderate-income persons, or blighted and deteriorated housing; and 2) community development needs in terms of housing, public facilities, and public improvements. As such, these neighborhoods should be targeted for housing programs/assistance.

Currently, there are several target neighborhoods identified throughout the southwest section of the City. Neighborhoods are identified as "Redevelopment Rehabilitation Target Areas, the "Downtown Redevelopment Project," and the "Westside Specific Plan". Refer to Exhibit HOU-1, *Map of Target Households and Neighborhoods*.

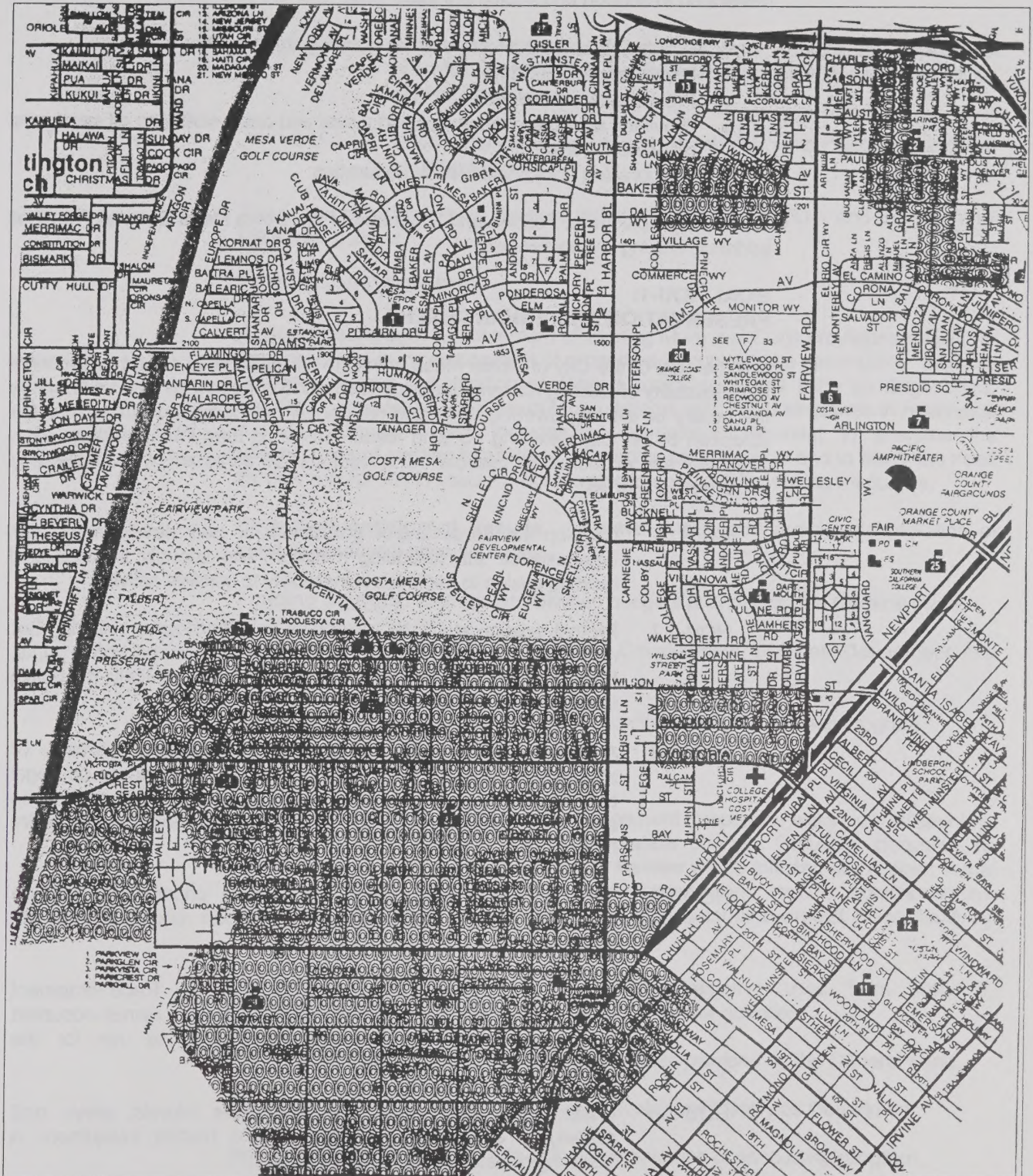
Existing Housing Programs/Resources

A number of housing-related programs have been initiated and are being implemented in Costa Mesa. Such programs are also being administered by a variety of other departments and agencies including the City's Building Division, and Housing and Community Development Division as well as the Planning Commission and the Human Relations Committee. The Redevelopment Agency, the Orange County Housing Authority, the Orange County Fair Housing Council, the Federal Department of Housing and Urban Development, nonprofit organizations, and private sector developers also assist the City with its Housing Program.

5.5 GOALS, OBJECTIVES AND POLICIES

The purpose of this chapter is to create a housing program that works toward the preservation, improvement and development of housing for Costa Mesa. The housing program includes many components, such as the establishment of goals, objectives and programs which together provide a foundation upon which detailed housing activities can be developed and implemented.

TARGET HOUSEHOLDS AND NEIGHBORHOODS



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EXHIBIT HOU-1

Costa Mesa's housing goals concentrate on five specific aspects of the housing market. Goals are provided to address each of these issues, and policies are developed to support and implement each goal. The five priorities are:

- ◆ Preserving and enhancing existing housing and neighborhoods;
- ◆ Preserving affordability;
- ◆ Providing adequate sites;
- ◆ Providing adequate housing opportunities and accessibility for all segments of the community; and
- ◆ Encouraging coordination and cooperation.

The Goals, Objectives, Policies and Programs of the Costa Mesa General Plan that address housing are as follows:

**GOAL HOU-1:
PRESERVATION AND ENHANCEMENT**

It is the goal of the City of Costa Mesa to initiate all reasonable efforts to preserve the availability of existing housing opportunities and to conserve as well as enhance the quality of existing dwelling units and residential neighborhoods to ensure full utilization of the City's existing housing resources for as long into the future as is physically and economically feasible. This goal can be achieved by implementing the following policies:

- HOU-1.1 Develop standards and/or guidelines for new development with emphasis on site (including minimum site security lighting) and building design to minimize vulnerability to criminal activity.
- HOU-1.2 Protect existing stabilized residential neighborhoods, including but not limited to mobile home parks and manufactured home parks, from the encroachment of incompatible or potentially disruptive land uses and/or activities.
- HOU-1.3 Actively enforce existing regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings and establish regulations to abate weed-filled yards when any of the above are deemed to constitute a health, safety or fire hazard.
- HOU-1.4 Establish code enforcement as a high priority and provide adequate funding and staffing to support code enforcement programs.
- HOU-1.5 Provide incentives (loans, grants) from the Redevelopment Agency or the City to homeowners in existing owner-occupied residences within the Redevelopment Area to use for the rehabilitation of their property.
- HOU-1.6 Install and upgrade public service facilities (streets, alleys, and utilities) to encourage increased private market investment in declining or deteriorating neighborhoods.
- HOU-1.7 Continue existing rehabilitation loan and grant programs for Low and Moderate-income homeowners and rental property landlords to encourage full utilization of the City's existing housing stock as long as funds are available.

- HOU-1.8 Encourage the private sector to take a role in the assistance to Low-income households to rehabilitate substandard or deteriorated units.
- HOU-1.9 In the development of public projects, require an analysis of potential displacement of existing residences with an emphasis on minimizing displacement.
- HOU-1.10 Encourage the development of housing which fulfills specialized housing needs.

The following actions have been adopted to attain Goal HOU-1 and to implement the above policies.

ZONING ENFORCEMENT

Action Description. Enforcement of existing Municipal Code provisions relating to the proper use and development of properties throughout the community. Includes response to and investigation of alleged zoning violations such as illegal uses, derelict or abandoned vehicles, outdoor storage, and illegal structures in residential districts. Program also includes an on-going component to evaluate the effectiveness of existing regulations, to resolve critical issues and to study the need for new regulations to assure proper protection of existing housing resources.

Objectives/Anticipated Results. Improve quality and prevent deterioration of existing residential neighborhoods.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Agencies/Departments. Development Services Department and City Attorney.

Implementation Schedule. On-going - continuation of an existing program.

DEVELOPMENT REVIEW

Action Description. Review of development proposals within or adjacent to existing residential neighborhoods for potential conflicts (intrusive, disruptive or incompatible land uses and/or activities). Review will be initiated at the point in the processing of the proposal (general plan amendment, rezone, conditional use permit, variance, etc.) when sufficient detail to determine project compatibility is available.

Objective/Anticipated Results. Protect residential uses from intrusive, incompatible or potentially disruptive land uses and/or activities.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going - continuation of an existing program.

PUBLIC NUISANCE ABATEMENT

Action Description. Abatement of existing uses, activities, buildings, or structures which pose a threat to the public health, safety, and welfare.

Objectives/Anticipated Results. Protect existing residential uses from disruptive, incompatible, or illegal uses and/or buildings. Through the City CDBG program, a total of approximately 90 units per year are anticipated to be assisted through code enforcement.

Funding Sources. Department/Division budgets provided by the General Fund and CDBG Funds.

Responsible Departments/Agencies. Development Services Department, Community Development Division, City Attorney, Planning Commission, and City Council. Other department/divisions or agencies may be utilized to evaluate, document, or investigate alleged nuisances on a case-by-case basis.

Implementation Schedule. On-going - continuation of an existing program.

HOUSING REHABILITATION

Action Description. Provide technical and financial assistance to all eligible homeowners and residential property owners to rehabilitate existing dwelling units through low interest loans, or potential loans or grants to owner-occupants of residential properties for households which exceed income guidelines to rehabilitate their existing residential dwelling units.

Objectives/Anticipated Results. To maintain and preserve the City's housing stock and improve energy efficiency of qualified homes, and to maintain and preserve the City's single-family and condominium housing stock.

TABLE HOU-54
QUANTIFIED OBJECTIVES FOR HOUSING REHABILITATION (1998-2005)

Year	Owner Rehabilitation	Rental Rehabilitation	Neighborhood Improvement
1998	9	0	50
1999	14	3	50
2000	15	3	30
2001	10	6	30
2002	10	6	30
2003	10	3	30
2004	10	6	30
2005	10	3	30
Total	88	30	280

A total of 118 units will be rehabilitated for the eight year period. Of which, approximately 30 percent is earmarked for the Very-low Income Group and the remainder is planned for the Low income group. It is anticipated that between 1998 and 2005, 280 units will be assisted with neighborhood improvement grants over the next eight years. Neighborhood improvement grants consist of \$3,000 to \$3,500 grants distributed on a city-wide basis. The neighborhood grants are part of the City's Neighborhood Improvement Strategy (NIS) and are utilized to correct potentially hazardous conditions (i.e., structural damage, electrical plumbing, etc.). If no hazardous conditions exist or if funds remain after the hazardous conditions

are corrected, then the neighborhood improvement grants are utilized for general property improvements.

Funding Sources. Community Development Block Grant, HOME funds, RDA set-a-side funds and private bank loan commitment (leverage).

Responsible Departments/Agencies. City Manager/Housing and Community Development Division, Development Services Department and Redevelopment Agency.

Implementation Schedule. On-going - continuation of an existing program.

MOBILE HOME PARK PRESERVATION

Action Description. Provide financial assistance to eligible owner-occupants to rehabilitate existing dwelling units through deferred payment low-interest loans. A Mobile Home Park Conversion Permit should be obtained as a prerequisite to the conversion of an existing mobile home park or manufactured housing park. The conditions shall include a provision for reasonable relocation assistance when the park is converted to a commercial or industrial use.

Objectives/Anticipated Results. To maintain and preserve the City's mobile home housing stock. The funds are targeted for Very-low and Low income mobile home households.

TABLE HOU-55
QUANTIFIED OBJECTIVES FOR MOBILE HOME PARK REHABILITATION (1998-2005)

Year	Mobile Home Rehabilitation
1998	3
1999	3
2000	4
2001	3
2002	4
2003	4
2004	4
2005	4
Total	29

Funding Sources. Community Development Block Grant.

Responsible Departments/Agencies. City Manager/Housing and Community Development Division

Implementation Schedule. On-going.

**GOAL HOU-2:
PRESERVING AFFORDABILITY**

It is the goal of the City of Costa Mesa to provide its citizens with reasonably priced housing opportunities within the financial capacity of all social and economic segments of the community. This goal can be achieved by implementing the following policies:

- HOU-2.1 Allow and encourage developers to "piggyback" or file concurrent applications (i.e., rezones, tentative tract maps, conditional use permits, variance requests, etc.) if multiple approvals are required, and if consistent with applicable processing requirements.
- HOU-2.2 Provide incentives (i.e., density bonus units, fee reductions, exemption from development or processing fees, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to Very-low and/or Low income households.
- HOU-2.2a Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multi-family residential land use designations. The density incentive shall be limited to an increase of 25% above Medium-Density or an increase of 50% above High-Density. In no case shall the resulting number of units exceed the existing number of units on each site.
- HOU-2.2b Consider financial incentives in lieu of density bonus units if the proposed affordable, non-senior density exceeds that allowed by the General Plan designation of the property. Require the review of such projects by Planning Commission and City Council.
- HOU-2.3 Encourage developers to employ innovative or alternative construction methods to reduce housing costs and increase housing supply.
- HOU-2.4 Continue to allocate Home and Redevelopment Agency Low to Moderate funds to direct housing-related programs.
- HOU-2.5 Support the continuation and expansion of federal housing assistance programs for Very-low, Low and Moderate-income households.
- HOU-2.6 Continue membership in the Orange County Housing Authority to provide housing assistance to Very-low, Low and Moderate-income households.
- HOU-2.7 Recognizing the effect of supply and demand on prices for housing and other commodities and encourage development of residential uses on vacant parcels where appropriate.
- HOU-2.8 Investigate the effectiveness of the accessory apartment and granny unit development standards within the Zoning Code to ensure housing opportunities and appropriate mitigation of government constraints.

The following actions have been adopted to attain Goal HOU-2 and to implement the above policies.

INCENTIVE FOR AFFORDABLE HOUSING

Action Description. Provide incentives (i.e., density bonuses, fee reduction, etc.) to developers who agree to construct 20 percent Low-income units, 10 percent Very-low income units, or 50 percent senior citizen affordable units.

Objectives/Anticipated Results. Program objectives assume increased production of affordable units to be constructed through 2005.

TABLE HOU-56
QUANTIFIED OBJECTIVES FOR AFFORDABLE UNITS (1998-2005)

Year	Affordable Units
1998	4
1999	4
2000	4
2001	4
2002	4
2003	4
2004	4
2005	4
Total	32

Funding Sources. Department/Division budgets.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going - continuation of an existing program. Ordinance adoption 1991.

MANUFACTURED HOUSING

Action Description. Encourage local developers to employ innovative or alternative construction methods, including manufactured housing.

Objectives/Anticipated Results. Reduce housing costs and construction time through the use of manufactured housing and development review streamlining.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going.

GRANNY FLATS

Action Description. Provide housing for all segments of the community including the elderly.

Objectives/Anticipated Results. Allow greater utilization of residential land to increase supply of housing, especially for persons age 62 or older. Provide five new units per year for a total of 24 units between 1998 and 2005.

TABLE HOU-57
QUANTIFIED OBJECTIVES FOR GRANNY FLATS (1998-2005)

Year	Granny Flats
1998	3
1999	3
2000	3
2001	3
2002	3
2003	3
2004	3
2005	3
Total	24

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going - continuation of an existing program. Ordinance adopted in 1990.

FEDERAL/STATE HOUSING PROGRAMS

Action Description. Provide technical assistance to developers, nonprofit organizations, or other qualified private sector interests in the application and development of projects for Federal and State housing programs/grants. A specific example of previous efforts on this regard relate to a proposal for Section 202 housing sponsored by a local church, St. John the Divine Episcopal Church. 36 units were included in this project.

Objectives/Anticipated Results. Encourage private sector to utilize available Federal and State housing programs to increase supply of Very-low, Low and Moderate income housing opportunities.

Funding Sources. Department/Division budgets provided by the General Fund, Community Development Block Grant.

Responsible Departments/Agencies. Development Services Department and City Manager/Housing and Community Development Division.

Implementation Schedule. On-going - continuation/expansion of an existing program.

HOUSING ASSISTANCE

Action Description. Maintain membership in Orange County Housing Authority to qualify City residents for Section 8-Existing housing assistance administered by the

- HOU-3.3 Cooperate with large employers, the Chamber of Commerce, and major commercial and industrial developers to identify and implement programs to balance employment growth with the ability to provide housing opportunities affordable to the incomes of the newly created job opportunities.
- HOU-3.4 Continue to allocate portions of the City's Community Development Block Grant funds for the acquisition and write-down of land costs to increase the supply of Low and Moderate income housing opportunities.
- HOU-3.5 Consider the effects of new employment, particularly in relation to housing demands, when new commercial or industrial development is proposed.
- HOU-3.6 Consider the potential impact on housing opportunities and existing residential neighborhoods when reviewing rezone petitions affecting residential properties.
- HOU-3.7 Continue to allocate portions of the City's CDBG funds to sub-recipients who provide shelter for the homeless.
- HOU-3.8 Identify potential sites for residential development and emergency shelters for the homeless.

The following actions have been adopted to attain GOAL HOU-3 and to implement the above policies.

ZONING ORDINANCE REVIEW

Action Description. Include in the evaluation of proposed amendments to Municipal Code provisions affecting residential construction and development an assessment of the impacts of the proposed regulations and/or development standards on housing costs.

Objectives/Anticipated Results. To ensure that code amendments to development standards and/or processing requirements do not adversely impact housing costs.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going - 1988-1989 revision of low-density residential criteria and setback and coverage criteria, 1990-1991 ordinance clean-up, 2000-2001 review of residential development standards.

OPPORTUNITIES FOR FIRST-TIME HOMEBUYERS

Action Description. Maintain residential zoning districts and development standards which encourage the development of single-family housing products (i.e., small lot or zero-lot line subdivisions) which are affordable to first-time homebuyers. Provide financial assistance to eligible first-time homebuyers.

Housing Authority. Provide information on the availability of Housing Authority programs to qualified residents.

Objective/Anticipated Results. Provide housing assistance to qualified Very-low, Low and Moderate income households. As of September 1999, 478 households were receiving Section 8-Existing assistance. This level of assistance is expected to be maintained as a continuation of the current Section 8 program or as a somewhat revised program.

Funding Sources. No local funds required.

Responsible Departments/Agencies. Orange County Housing Authority and City Manager/Housing and Community Development Division.

Implementation Schedule. On-going - continuation of an existing program.

SHARED HOUSING

Action Description. Direct people to the Golden Timers Senior Center, and Area Agency on Aging-Shared Housing Program or other such organizations for shared housing assistance. The Center and Agency has been assisting people, predominantly senior citizens, to find roommates and help reduce their individual housing costs.

Objectives/Anticipated Results. Allows individuals to share housing to reduce individual costs to an affordable level for senior citizens. The Center averages 10 to 12 matches per month and approximately 120 matches per year.

Funding Sources. No City funds required.

Responsible Departments/Agencies. City Manager/Housing and Community Development Division.

Implementation Schedule. On-going - continuation of an existing program.

GOAL HOU-3: PROVISION OF ADEQUATE SITES

It is the goal of the City of Costa Mesa to provide adequate, suitable sites for residential use and development or maintenance of a range of housing that varies sufficiently in terms of cost, design, size, location, and tenure to meet the housing needs of all segments of the community at a level no greater than that which can be supported by the infrastructure. This goal can be achieved by adhering to the following policies.

HOU-3.1 Encourage the conversion of existing marginal or vacant commercial and/or industrial land to residential, where feasible and consistent with environmental conditions that are suitable for new residential development. This does not preclude the initiation of such actions by the City.

HOU-3.2 Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

Objectives/Anticipated Results. To increase ownership opportunities for prospective first-time homebuyers through mitigation of land costs and/or financial assistance.

**TABLE HOU-58
QUANTIFIED OBJECTIVES FOR FIRST-TIME HOMEBUYERS (1998-2005)**

Year	First-time home buyers
1998	9
1999	10
2000	10
2001	10
2002	10
2003	10
2004	10
2005	10
Total	79

The First-time home buyer financial assistance programs anticipate assisting a mix of Very-low (30%), low (10%) and moderate (60%) income groups.

Funding Sources. Department/Division budgets provided by the General Fund, CDBG, RDA and MCC funds through the Community Development Division and Redevelopment Agency.

Responsible Departments/Agencies. Development Services Department and, Community Development Division.

Implementation Schedule. On-going - Planned Development Residential - Low and Medium-Density zones amended to include standards for small lot subdivision in 1989. Reviewed small lot single-family standards in 1994.

LAND ACQUISITION

Action Description. Acquisition of privately owned land to assemble a site(s) suitable for the development of new housing for Very-low, Low and/or Moderate income seniors, handicapped persons, or families. Specific components include acquisition, assemblage of parcels into site(s) large enough to permit development of new residential units, relocation assistance to displaced tenants, clearance of structures acquired and site preparation, and sale of site(s) to private developer utilizing write-down method. The Community Development Division is currently negotiating with Habitat for Humanity regarding surplus property for additional residential development.

Objective/Anticipated Results. Acquire a site(s) in order to construct additional Very-low, Low and Moderate income residential units. Identify a minimum of ten vacant and opportunity sites for new affordable development and major rehabilitation.

Funding Sources. Funds through the Community Development Division.

Responsible Departments/Agencies. City Manager/Housing and Community Development Division.

Implementation Schedule. On-going.

MIXED USE DEVELOPMENTS

Action Description. Utilize the City's existing Planned Development Zones to encourage private market development of mixed use projects to integrate compatible residential, commercial, industrial, and institutional uses into a single development. Review existing development policies and regulations to provide additional incentives to further encourage development of mixed use projects and to determine the feasibility of such projects within all density/intensity ranges.

Objectives/Anticipated Results. Integrate employment and housing opportunities into a unified development or single building.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Division.

Implementation Schedule. On-going - adopted Urban Center-Commercial and Commercial-Residential land use designations.

HOUSING SUPPLY IMPACT ASSESSMENT

Action Description. Require an analysis of the potential impacts of major employment-generating development on the local housing market. Assessment may be included in project EIR or other review procedure/process.

Objectives/Anticipated Results. Determine potential impact of major employment-generating developments on local housing market prior to approval of proposed development, while limiting new permanent employment-generating land uses where housing impacts are determined to be unacceptable.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Division.

Implementation Schedule. On-going - continuation of existing policy.

REZONE REVIEW

Action Description. Include in the evaluation of rezone requests involving residential properties an analysis of the potential impacts of the rezone on the inventory of developable residential land and the City's existing and future housing stock.

Objectives/Anticipated Results. Determine impact of rezone requests on the City's existing and future housing supply.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Division.

Implementation Schedule. On-going - continuation of existing policy.

DEVELOPMENT PHASING AND PERFORMANCE MONITORING PROGRAM

Action Description. Continue program to monitor the extent of residential, commercial, and industrial development on an annual basis. Sufficient detail should be provided to monitor employment growth and housing production.

Objectives/Anticipated Results. Maintain balance of employment growth and housing production.

Funding Sources. Department/Division budgets.

Responsible Departments/Agencies. Development Services Division.

Implementation Schedule. On-going - continuation of existing policy.

CDBG FUNDING FOR HOMELESS SHELTER

Action Description. Allocate a portion of the City's CDBG funds to sub-recipients who provide shelter for the homeless.

Objectives/Anticipated Results. Provide homeless shelter support and expansion through existing service agencies.

Funding Sources. Community Development Block Grant.

Responsible Departments/Agencies. City Manager/Housing and Community Development Division.

Implementation Schedule. On-going.

ADEQUATE SITES

Action Description. Keep an updated inventory of vacant and under-utilized sites. Provide this inventory to developers and service agencies interested in producing affordable housing and/or emergency shelters for the homeless.

Objectives/Anticipated Results. Provide information on available vacant land.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Division.

Implementation Schedule. On-going.

SINGLE-ROOM OCCUPANCY (SRO) HOTELS

Action Description. Provide basic, safe housing for Low-income individuals in proximity to transit and service jobs.

Objectives/Anticipated Results. Facilitate the development of additional SRO hotels by allowing such development in commercial areas. Convert existing motels or construct new SRO hotels to house the working poor, homeless, senior citizens, students and others in need of basic, safe housing.

TABLE HOU-59
QUANTIFIED OBJECTIVES FOR SINGLE-ROOM OCCUPANCY HOTELS (1998-2005)

Year	SRO Units
1998	0
1999	0
2000	0
2001	40
2002	40
2003	0
2004	0
2005	0
Total	80

Provide a total of approximately 80 additional SRO units through 2005.

Funding Sources. Department/Division budgets and possible RDA/HOME financial assistance.

Responsible Departments/Agencies. Development Services Division.

Implementation Schedule. On-going. Policy adopted in 1991.

GOAL HOU-4:
HOUSING OPPORTUNITY AND ACCESSIBILITY

It is the goal of the City of Costa Mesa to ensure that all existing and future housing opportunities are open and available to all social and economic segments of the community without discrimination on the basis of race, color, religion, sex, national origin or ancestry, marital status, age, household composition or size, or any other arbitrary factors. It is also the goal of the City of Costa Mesa to provide a reasonable range of choices in terms in unit, type, design, size, price, location, and tenure, with particular emphasis and encouragement for low-density, owner-occupied residences.

HOU-4.1 Support the intent and spirit of equal housing opportunities as expressed in the Civil Rights Act of 1886, Title VII of the 1968 Civil Rights Act, California Rumford Fair Housing Act, and the California Unruh Civil Rights Act.

HOU-4.2 Encourage programs that address the housing needs of senior citizens.

HOU-4.3 Encourage and support the construction, maintenance and preservation of residential developments which will meet the needs of families and individuals with specialized housing requirements.

The following actions have been adopted to attain Goal HOU-4 and to implement the above policies.

FAIR HOUSING ASSISTANCE

Action Description. Obtain services from the Fair Housing Council of Orange County or similar agencies.

Objective/Anticipated Results. Provide specialized housing services to the citizens of Costa Mesa to ensure equal access to available housing opportunities.

Funding Sources. Community Development Block Grant.

Responsible Departments/Agencies. City Manager/Housing and Community Development Division and Fair Housing Council of Orange County or similar agencies.

Implementation Schedule. On-going - continuation of existing policy.

INCENTIVES FOR SPECIALIZED HOUSING NEEDS

Action Description. Investigate incentives and reporting procedures which can be implemented to encourage and monitor the development of housing opportunities for specialized housing needs.

Objectives/Anticipated Results. Increase and monitor the supply of housing opportunities for seniors or disabled persons.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going.

CONDOMINIUM CONVERSIONS

Action Description. Administration of existing Municipal Code provisions regulating the conversion of existing apartments to condominiums, community apartments, stock cooperatives, or other forms of ownership.

Objectives/Anticipated Results. Maintain supply of rental units in an identified housing shortage.

Funding Source. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going - continuation of existing policy.

MOBILE HOME PARK CONVERSION ORDINANCE

Action Description. Maintain mobile home park conversion ordinance

Objectives/Anticipated Results. Preserve existing residentially zoned mobile home parks and ensure that existing mobile home park tenants are not adversely impacted by conversion of existing mobile home parks.

Funding Sources. Department/Division budgets provided by the General Fund.

Responsible Departments/Agencies. Development Services Department.

Implementation Schedule. On-going.

PRESERVATION OF AT-RISK HOUSING

Action Description. Monitor and coordinate the activities of involved agencies and entities toward the preservation of affordable housing. Provide financial and technical assistance resources to potential purchasers, including non-profits, developers, and tenants of potentially converting affordable properties.

Objectives/Anticipated Results. Preserve the existing affordable housing stock in the City of Costa Mesa. Casa Bella (75 units), St. John Manor (36 units) and 2-density bonus units on Charle Street are at-risk of converting to market rate in the 1998-2005 period.

TABLE HOU-60
QUANTIFIED OBJECTIVES FOR AT-RISK UNITS (1998-2005)

Year	Preserved At-risk Units
1998	0
1999	0
2000	0
2001	2
2002	0
2003	0
2004	111
2005	0
Total	113

Funding Sources. Department/Division budgets, CDBG, RDA and any available resources, including HCD and HUD resources.

Responsible Departments/Agencies. Development Services Department and Community Development Division.

Implementation Schedule. On-going.

GOAL HOU-5: COORDINATION AND COOPERATION

It is the goal of the City of Costa Mesa to coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.

HOU-5.1 Investigate alternative intergovernmental arrangements and program options to deal with area-wide housing issues and problems.

QUANTIFIED OBJECTIVES SUMMARY

Based on the above objectives and past monitoring reports, the City should be able to construct, rehabilitate or preserve approximately 1,160 units between 1998 and 2005. Less than a quarter of the total production will be through rehabilitation, while a large portion of the remainder will be new construction.

TABLE HOU-61
QUANTIFIED OBJECTIVES SUMMARY (1998-2005)

Income Group	New Construction	Rehabilitation	Preservation	Total
Very-Low	35	97	113	245
Low	68	121	0	189
Moderate	331	20	0	351
Above-Moderate	375	0	0	375
Total	809	238	113	1,160

CHAPTER 6

CONSERVATION ELEMENT



CHAPTER 6

CONSERVATION ELEMENT

6.1 PURPOSE

The Conservation Element identifies and establishes the City's official policy relative to the identification, establishment, preservation, and management of natural resources in the City. The purpose of this Element is to establish official City policy which:

- ◆ Identifies areas in Costa Mesa with substantial natural resources that must be managed to prevent waste, destruction or neglect.
- ◆ Identifies policies related to permitted uses and development standards within conservation areas, as well as programs to ensure the conservation of resources.
- ◆ Identifies desired courses of action/strategies which provide the means to implement the City's conservation policies.

The Conservation Element will focus on the eight following topics:

- ◆ Air Quality;
- ◆ Biological Resources;
- ◆ Coastal Resources;
- ◆ Energy;
- ◆ Water Resources;
- ◆ Wastewater;
- ◆ Water Quality; and
- ◆ Waste Management.

This Element meets State requirements concerning the Conservation Element as defined in Section 65302(d) of the Government Code. According to these requirements, the Conservation Element must include goals and policies that further the protection and maintenance of the State's natural resources such as water,

soils, wildlife, minerals, and other natural resources; and prevent their wasteful exploitation, degradation and destruction.

6.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Conservation Element is one of ten elements included in the Costa Mesa 2000 General Plan. The policies of the Conservation Element are directly related to the policies in the Land Use, Transportation, Growth Management, Safety, and Open Space and Recreation elements. The goals, objectives, and policies of the Conservation Element shall be consistent with all other elements of the Costa Mesa 2000 General Plan.

6.3 SUMMARY OF EXISTING CONDITIONS

AIR QUALITY

The City of Costa Mesa is located in the South Coast Air Basin (Basin), characterized as having a Southern California "Mediterranean" climate (a semi-arid environment with mild winters, warm summers and moderate rainfall). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The distinctive climate of the Basin is determined by terrain and geographical location, as the Basin is a coastal plain with connecting broad valleys and low hills. The general region lies in a semi-permanent high pressure zone on the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Wind

One of the most important climatic factors is the direction and intensity of the prevailing winds. With very light average wind speeds (five to seven miles per hour), the Basin has a limited capability to disperse air contaminants horizontally. Typically, the net transport of air on-shore is greater in the summer, while the net off-shore transport is greater in the winter. Whether there is air movement or stagnation during the morning and evening hours (before these dominant patterns take effect) is one of the critical factors in determining the smog situation on any given day.

Costa Mesa's location with respect to these flow patterns and the Pacific Ocean results in relatively good air quality. For the most part, the on-shore winds transport pollutants farther inland, away from Costa Mesa. Since the night drainage winds are less intense, only a limited amount of this pollution is returned

during the summer. Because of the similar intensity of on- and off-shore winds in the winter, pollution levels are somewhat higher on winter nights. The highest pollution levels in Costa Mesa are often associated with these conditions and Santa Ana wind conditions, which reverse the dominant wind patterns.

Sunlight

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain original, or "primary" pollutants (mainly reactive hydrocarbons and oxides of nitrogen) react to form "secondary" pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind from the emission sources.

Because of the prevailing daytime winds and time delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California. However, Costa Mesa and other coastal cities are not exempt on those days with early morning easterly winds.

Temperature Inversions

A temperature inversion is a reversal in the normal decrease of temperature as altitude increases. In most parts of the country, air near ground level is warmer than the air above it. However, Southern California's daily summertime sunshine and high barometric pressure reverse that pattern, creating warmer air at high elevations which trap pollutants by preventing cooler air from rising to the upper atmosphere. The height of the base of the inversion is known as the "mixing height" and controls the volume of air available for the mixing and dispersion of air pollutants.

The interrelationship of air pollutants and climatic factors are most critical on days of greatly reduced atmospheric ventilation. On days such as these, air pollutants accumulate because of the simultaneous occurrence of three unfavorable factors: low inversions, low maximum mixing heights and low wind speeds. Although these conditions may occur throughout the year, the months of July, August, and September generally account for more than 40 percent of these occurrences.

The potential for high contaminant levels varies seasonally for many contaminants. During late spring, summer and early fall, light winds, low mixing heights and brilliant sunshine combine to produce conditions favorable for the maximum production of oxidants, mainly ozone. When fairly deep marine layers frequent the Air Basin during spring and summer, sulfate concentrations achieve yearly peak concentrations. When strong surface inversions are formed on winter nights, especially during the hours before sunrise, coupled with near-calm winds, carbon monoxide from automobile exhausts becomes highly concentrated. The highest yearly concentrations of carbon monoxide, oxides of nitrogen and nitrates are measured during November, December and January.

Rainfall

Winter storms that bring rainfall benefit air quality, since they tend to "scrub" gaseous or particulate pollutants from the air.

AMBIENT AIR QUALITY STANDARDS

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the levels of air pollutant

concentration considered safe to protect the public health and welfare. They are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. National Ambient Air Quality Standards (NAAQS) were established by the United States (U.S.) Environmental Protection Agency (EPA) in 1971 for six air pollutants. States have the option of adding other pollutants, to require more stringent compliance, or to include different exposure periods.

The California Air Resource Board (CARB) is required to designate areas of the State as attainment, non-attainment, or unclassified for any State standard. An "attainment" designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An "unclassified" designation signifies that data does not support either an attainment or non-attainment status.

State and Federal ambient air quality standards have been established for the following pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), fine particulate matter (PM_{10}) and lead. For some of these pollutants, notably O_3 and PM_{10} , the State standards are more stringent than the Federal standards. The State has also established ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. The above-mentioned pollutants are generally known as "criteria pollutants."

The U.S. EPA in 1997 announced new ambient air quality standards for O_3 and PM_{10} . The new standards were intended to provide greater protection of public health. EPA proposed to phase out the 1 hour O_3 standard and replace it with an 8-hour standard. There are two new Federal $PM_{2.5}$ (particulates less than 2.5 microns in diameter) standards: a 24-hour limit set at 65 micrograms per cubic meter (mg/m^3) of ambient air and an annual average limit set at 15 mg/m^3 . The current PM_{10} standards will be retained. Areas will be considered in attainment for the annual $PM_{2.5}$ standard when the three-year average of the annual arithmetic mean is equal to or less than 15 mg/m^3 . For the new 24-hour standard, attainment will be based on the 98th percentile of $PM_{2.5}$ concentrations for each year, averaged over three years, to help compensate for any high concentrations that may be due to unusual meteorological conditions. Following announcement of the new national standards, the SCAQMD began collecting monitoring data to determine the region's attainment status with respect to the new standards. Industry groups have challenged the new standards in court.¹

The South Coast Air Basin (Basin) has the worst air quality problem in the State. Despite implementing many strict controls, the SCAQMD portions of the Basin still fails to meet the Federal air quality for three of the six criteria pollutants: ozone (O_3), carbon monoxide (CO) and fine particulate matter (PM_{10}). Because Federal pollution standards have not been achieved, the Basin is considered a non-attainment area for Federal standards for these pollutants. For State standards, the Orange County portion of the Basin is designated as non-attainment for O_3 and PM_{10} .²

¹ Assessing the Air Quality Impacts of Projects and Plans, Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, prepared by BAAQMD, December 1999.

² Proposed Amendment to the Area Designations for State Ambient Air Quality Standards and Proposed Maps of the Area Designations for the State and National Air Quality Standards, prepared by the California Environmental Protection Agency, Air Resource Board, October 1, 1999.

LOCAL AMBIENT AIR QUALITY

The South Coast Air Quality Management District (SCAQMD) operates several air quality monitoring stations within the Air Basin. Costa Mesa is located within Source Receptor Area (SRA) 18, with a monitoring station located within the City limits. Air Quality data from 1996 to 2000 for SRA 18 is provided in Table CON-1. The only pollutant measured at this monitoring station which exceeded the State standards was ozone. For all five years all the other pollutants which were measured at this monitoring stations were recorded under both the State and Federal standards.

REGULATORY FRAMEWORK

Federal Clean Air Act

The 1970 Clean Air Act (CAA) authorized the establishment of the National Ambient Air Quality Standards (NAAQS), and set deadlines for their attainment. The Federal Clean Air Act Amendments of 1990 made major changes in deadlines for attaining NAAQS and in the actions required of areas of the nation that exceeded these standards.

California Clean Air Act

The 1988 California Clean Air Act (CCAA) requires that all air districts in the State endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for ozone (O₃), carbon monoxide (CO), sulfur oxides (SO₂), and nitrogen oxides (NO₂) by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources. The Act also gives districts new authority to regulate indirect sources. Each district plan is to achieve a five percent annual reduction (averaged over consecutive three-year periods) in district-wide emissions of each non-attainment pollutant or its precursors. Any additional development within the region would impede the "no net" increase prohibition, in that further emissions reductions must be affected from all other airshed sources to accommodate any project development mobile source emissions increase.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) has prepared multiple Air Quality Management Plans (AQMPs) to accomplish the five percent annual reduction goal. The most recent AQMP was published in 1997. To accomplish its task, the AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional and local level. These agencies, which include EPA, CARB, local governments, Southern California Association of Governments (SCAG) and the SCAQMD, are the cornerstones that implement the AQMP programs.

1997 AQMP. A 1997 AQMP was prepared and adopted by the SCAQMD on November 15, 1996. The 1997 AQMP was adopted by CARB on January 23, 1997. The 1997 Plan contains two tiers of control measures: short- and intermediate-term, and long-term. Short- and intermediate-term measures are scheduled to be adopted between 1997 and the year 2005. These measures rely on known technologies and other actions to be taken by several agencies that currently have the statutory authority to implement the measures. They are designed to satisfy the Federal CAA requirement of Reasonably Available

**TABLE CON-1
LOCAL AIR QUALITY LEVELS FOR SRA 18**

Pollutant	California Standard	Federal Primary Standard	Year	Maximum ¹ Concentration	Days (Samples) State/Federal Std. Exceeded
Carbon Monoxide	9.0 ppm for 8 hour	9.0 ppm for 8 hour	1996	7.20	0/0
			1997	5.90	0/0
			1998	7.09	0/0
			1999	6.41	0/0
			2000	6.29	0/0
Ozone	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1996	0.104	1/0
			1997	0.087	0/0
			1998	0.123	5/0
			1999	0.980	1/0
			2000	0.102	1/0
Nitrogen Dioxides	0.25 ppm for 1 hour	0.053 ppm annual average	1996	0.132	0/0
			1997	0.119	0/0
			1998	0.122	0/0
			1999	0.123	0/0
			2000	0.102	0/N/M
Sulfur Dioxides	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 80 ug/m ³ (0.03 ppm) annual average	1996	0.004	0/0
			1997	0.015	0/0
			1998	0.007	0/0
			1999	0.005	0/0
			2000	0.006	0/0
Fine Particulate Matter ¹	50 ug/m for 24 hours	150 ug/m for 24 hours	1996	N/M	N/M
			1997	N/M	N/M
			1998	N/M	N/M
			1999	N/M	N/M
			2000	N/M	N/M

Sources: Data obtained from the South Coast Air Quality Management District, 1996 to 2000.

ppm = parts per million
ug/m³ = micrograms per cubic meter
N/M = not measured

NOTES: 1. Maximum concentration is measured over the same period as the California Standard.

Control Technology (RACT) and the CCAA requirement of Best Available Retrofit Control Technology (BARCT). There are 37 stationary source and 24 mobile source control measures in this group.

To ultimately achieve ambient air quality standards, further development and refinement of known low- and zero-emission control technologies, in addition to technological breakthroughs, would be necessary. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 1994 and 2010.

The 1997 AQMP continues to include most of the control measures outlined in the previous 1994 Ozone Plan with minor exceptions, but postpones many marginal measures found to be less cost-effective, drops future indirect-source rules that are now deemed infeasible, and focuses the SCAQMD's efforts on about ten major emission-reduction rules. The SCAQMD will focus its efforts on seven major rules to reduce volatile organic compounds (VOCs), a key ingredient in smog; and the Plan includes new market-based measures giving businesses greater flexibility in meeting emission-reduction requirements, such as intercredit trading and additional credits for mobile source emission reductions.

The 1997 AQMP shows that measures outlined in the 1994 Ozone Plan are sufficient to attain the Federal health standards for the two most difficult ingredients in smog, PM₁₀ and ground level O₃, by the years 2006 and 2010, respectively. The region already has met the three other Federal health standards for Pb, SO₂ and NO₂.

To help reduce PM₁₀ pollution, the 1997 Plan outlines seven control measures for directly emitted particulates which will reduce emissions from agricultural areas, livestock waste, wood-working operations, construction, and restaurants. The measures will also help control dust from paved and unpaved roads, which accounts for two thirds of the directly-emitted particulates.

The 1997 AQMP Control Strategies. The 1997 AQMP's off-road mobile source control measures are based on the EPA's proposed Federal Implementation Plan (FIP) for the Basin. The FIP's proposed control measures are based on a combination of stringent emission standards, declining caps on emission levels and emission/user fees.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) who are in proximity to localized sources of toxics and carbon monoxide are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The City of Costa Mesa is within the Newport Mesa Unified School District. Within the city boundaries are 24 schools comprised of elementary, middle, high school and college levels. In addition, there are approximately nine pre-kindergarten facilities which provide day care for the area and approximately three facilities which only provide child care. Within the cities jurisdiction there are two convalescent homes, one hospital and one senior center. These existing sensitive receptors are located throughout the City.

TOXIC AIR CONTAMINANTS (TACs)

SCAQMD implements TAC controls through Federal, State and local programs. Federally, TACs are regulated by EPA under Title III of the CAA. At the State level, the CARB has designated all 243 Federal hazardous air pollutants as TACs, under the authority of AB 1807. The Air Toxic Hot Spots Information and Assessment Act (AB 2588) requires inventories and public notices for facilities that emit TACs. Senate Bill 1731 amended AB 2588 to require facilities with "significant risks" to prepare a risk reduction plan (reflected in SCAQMD Rule 1402). SCAQMD also regulates source-specific TACs.

Refer to the Costa Mesa 2000 General Plan Environmental Impact Report (EIR), for additional information regarding Air Quality data.

BIOLOGICAL RESOURCES

FLORA AND FAUNA

A majority of Costa Mesa's valuable biologic resources are located in areas free from large-scale development intrusion. Areas such as these are found in western Costa Mesa near the Santa Ana River (refer to Exhibit CON-1, *Biological Resources*). Additionally, the agricultural fields in northern Costa Mesa support a unique animal community related to field crop production.

Flora

Prior to development in the City of Costa Mesa, the natural landscape was covered with a wide variety of native grasses with small sage scrub communities along the coastal bluffs and canyons. What remains of this natural environment is not representative of conditions at that time. The grasslands on the mesa at the Fairview Park site and Santa Ana River lowlands have been significantly altered by the introduction of nonnative grasses; grazing, agricultural production and discing; and frequent human activity. Adjacent sage-scrub communities have been disrupted by bluff erosion and grading, while the smaller riparian community near the Santa Ana River has been impacted by efforts to channelize the river for flood protection purposes.

In spite of these alterations, examples of all three communities (grassland, sage-scrub and riparian) can be found in limited amounts within the present City limits. In addition, a detailed description of these and other plant communities broken down into finer categories can be found in the Fairview Park Master Plan. This document includes descriptions of sensitive species and habitats not included below, and it is hereby incorporated by reference.

Grasslands. Grasslands are generally found at low elevations on flat plains or gentle hillsides having a deep layer of clay-bearing soil. A list of plants generally associated with this community is included below in Table CON-2.

Species most common to the Fairview Park and river lowlands are Russian thistle (*Salsola kali*), Curly Dock (*Rumex crispus*), mustard, Mexican tea (*Chenopodium ambrosioides*), Bermuda (*Cynodon dactylon*), Brome, wild oat, Italian rye (*Lolium multiflorum*), clover (*Trifolium* sp.) and Buckwheat.

BIOLOGICAL RESOURCES



**TABLE CON-2
PLANTS OF THE GRASSLAND COMMUNITY**

Common Name	Scientific Name	Status	Confirmed Observation	Possible Present
Desert needlegrass	<i>Achnatherum speciosum</i>	-	X	
Red-skinned onion	<i>Allium haematochiton</i>	-	X	
Southwestern beardgrass	<i>Andropogon glomeratus</i>	-	X	
California sagebrush	<i>Artemisia californica</i>	-	X	
Coulter's saltbush	<i>Atriplex coulteri</i>	CNPS 1B		X
Slender wild oat	<i>Avena barbata</i>	-	X	
Wild oat	<i>Avena fatua</i>	-	X	
Black mustard	<i>Brassica nigra</i>	-	X	
Red brome	<i>Bromus rubens</i>	-	X	
Poverty brome	<i>Bromus sterilis</i>	-	X	
Prostrate spineflower	<i>Chorizanthe procumbens</i>	CNPS 4		
Wild hyacinth	<i>Dichelostemma pulchellum</i>	-	X	
Shooting stars	<i>Dodecatheon clevelandii</i>	-	X	
California buckwheat	<i>Eriogonum fasciculatum</i>	-	X	
White-stemmed filaree	<i>Erodium moschatum</i>	-	X	
California poppy	<i>Eschscholzia californica</i>	-	X	
California Chocolate lily	<i>Fritillaria biflora</i>	-	X	
Southern tarplant	<i>Hemixonia Parryi ssp. Australis</i>	CNPS 1B, FSC		X
Vernal barley	<i>Hordeum intercedens</i>	CNPS 3		X
Wild barley	<i>Hordeum murinum</i>	-	X	
Goldentop grass	<i>Lamarckia aurea</i>	-	X	
Coulter's goldfields	<i>Lasthenia glabrata ssp. Coulteri</i>	CNPS 1B, FSC		X (Historic)
Hairy peppergrass	<i>Lepidium nitidum</i>	-	X	
Small-flowered microseris	<i>Microseris douglasii var. platycarpha</i>	CNPS 4		X
Coastal prickly-pear	<i>Opuntia littoralis</i>	-	X	
California buttercup	<i>Ranunculus californicus</i>	-	X	
Johnson grass	<i>Sorghum halepense</i>	-	X	
Johnny jump-ups	<i>Viola pendunculata</i>	-	X	
FSC: Federal Species of Concern CNPS 1B: California Native Plant Society List for Plants Rare or Endangered in California and Elsewhere CNPS 3: California Native Plant Society List for Plants About Which We Need More Information – A Review List CNPS 4: California Native Plant Society List for Plants of Limited Distribution – A Watch List				
Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.				

Sage Scrub. Sage scrub communities, consisting of grayish-green scrub usually less than three feet high, can be found at elevations less than 3,000 feet on foothills and coastal bluffs and canyons. The most prevalent form of sage in the Costa Mesa area is the coastal sage. Plants most commonly associated with this community are noted below in Table CON-3.

**TABLE CON-3
PLANTS OF THE SAGE SCRUB COMMUNITY**

Common Name	Scientific Name	Status	Confirmed Observation	Possible Present
Red-skinned wild onion	<i>Allium haematociton</i>	-	X	
Aphanisma	<i>Aphanisma blitoides</i>	CNPS 1B, FSC		X
California sagebrush	<i>Artemisia californica</i>	-	X	
Coulter's saltbush	<i>Atriplex coulteri</i>	CNPS 1B		X
South coast saltscale	<i>Atriplex pacifica</i>	CNPS 1B, FSC		X
Parish's brittlescale	<i>Atriplex parishii</i>	CNPS 1B, FSC		X
Davidson's saltscale	<i>Atriplex serenana var. davidsonii</i>	CNPS 1B		X
Slender wild oat	<i>Avena barbata</i>	-	X	
Wild oat	<i>Avena fatua</i>	-	X	
Goldenstar	<i>Bloomeria crocea</i>	-	X	
Wavy-leaved soap plant	<i>Chlorogalum pomeridianum</i>	-	X	
Buckwheat	<i>Eriogonum fasciculatum</i>	-	X	
Decumbent goldenrush	<i>Isocoma menziesii var. decumbens</i>	CNPS 1B		X
Robinson's pepper-grass	<i>Lepidium virginicum var. Robinsonii</i>	CNPS 1B		X
Deerweed	<i>Lotus scoparius</i>	-	X	
Laurel sumac	<i>Malosma laurina</i>	-	X	
Melic grass	<i>Melica frutescens</i>	-	X	
Lemonadeberry	<i>Rhus integrifolia</i>	-	X	
California wild rose	<i>Rosa californica</i>	-	X	
White sage	<i>Salvia apiana</i>	-	X	
Purple sage	<i>Salvia leucophylla</i>	-	X	
Black sage	<i>Salvia mellifera</i>	-	X	
Hedge mustard	<i>Sisymbrium officinale</i>	-	X	
FSC: Federal Species of Concern CNPS 1B: California Native Plant Society List for Plants Rare, Threatened or Endangered in California and Elsewhere				
Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.				

Buckwheat, sagebrush, pitcher sage (*Salvia spatheca*), Brittlebrush (*Encelia californica*), and limited amounts of chaparral can be found along the river bluffs and canyons.

Riparian. Riparian communities are associated with relatively permanent springs, streams, seeps and ponds. Within Costa Mesa such communities are found around the small pond near the Santa Ana River and Victoria Street, in the northwestern portion of the Fairview Park and along the bottom of Canyon Park. Because of the available water, these areas provide favorable habitats for a large variety of trees, shrubs and grasses. Such communities are generally characterized by the species identified in Table CON-4.

**TABLE CON-4
PLANTS OF THE RIPARIAN COMMUNITY**

Common Name	Scientific Name	Status	Confirmed Observation	Possible Present
Big-leaf maple	<i>Acer macrophyllum</i>	-	X	
White alder	<i>Alnus rhombifolia</i>	-	X	
Mule fat	<i>Baccharis salicifolia</i>	-	X	
Santa Barbara morning-glory	<i>Calystegia sepium ssp. binghamiae</i>	CNPS 1B		X (Historic)
Salt marsh bird's-beak	<i>Cordylanthus maritimus ssp. maritimus</i>	FE, SE		X (Historic)
Los Angeles sunflower	<i>Helianthus nuttallii ssp. parishii</i>	FSC		X (Historic)
Western sycamore	<i>Plantanus racemosa</i>	-	X	
Sword fern	<i>Polystichum munitum</i>	-	X	
Fremont cottonwood	<i>Populus fremontii</i>	-	X	
Canyon oak	<i>Quercus chrysolepis</i>	-	X	
Castor bean	<i>Ricinus communis</i>	-	X	
Arroyo willow	<i>Salix lasiolepis</i>	-	X	
Mexican elderberry	<i>Sambucus mexicana</i>	-	X	
Coastal bulrush	<i>Scirpus robustus</i>	-	X	
Poison oak	<i>Toxicodendron diversilobum</i>	-	X	
Broad-leaved cattail	<i>Typha latifolia</i>	-	X	
California bay laurel	<i>Umbellularis californica</i>	-	X	
Desert wild grape	<i>Vitis giardiana</i>	-	X	
FE: Federally-listed endangered FSC: Federal Species of Concern SE: State-listed endangered CNPS 1B: California Native Plant Society List for Plants Rare or Endangered in California and Elsewhere				
Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.				

Mulefat, tules (*Scripus acutus*), tamarisks (*Tamarisk tetandra*), pampas grass (*Cortaderia selloana*), arroyo willow, castor bean and stands of cane (*Arundo donax*) are common native and nonnative plants in Costa Mesa.

Non-Native Vegetation. Subsequent urban development and agricultural production have introduced a wide variety of non-native vegetation to the area. These species were imported as agricultural crops (citrus fruits, avocados, grapes), for protection from winds (eucalyptus) and as ornamental landscaping. A majority of these trees, shrubs and flowers were brought from the Mediterranean Region, South Africa, South America, Central America, Australia and Eastern Asia, as well as northern California and eastern United States. Canary Island Pine, a variety of species of eucalyptus, deodar, podocarpus, pyracantha, azaleas and pittosporum are only a few examples. Today, species such as these are the dominant forms of vegetation within Costa Mesa.

Fauna

Based on paleontologic records, it appears that Orange County was inhabited by a wide variety of wildlife ranging from bison, jaguars, camels, wolves, ground sloths, bears and sabre-toothed cats to shrews and rats. The skeletal remains of a nearly perfectly preserved mastodon was excavated in 1962, near the intersection of Boa Vista Drive and Nevis Circle. However, as was the case of Costa Mesa's vegetative heritage, today's range of wildlife has been substantially reduced to those species which have adapted to close human contact. What remains today is an abbreviated predator-prey food chain consisting of squirrels, voles, white-tail kites, redbtail hawks, occasional coyotes and numerous dogs and cats. The dominant form of wildlife is the California ground squirrel (*Spermophilus beecheyi*).

There is a direct relationship between the type and diversity of plant materials found in an area and the type and diversity of wildlife supported by this vegetation. The plant communities on the County of Orange's Talbert Nature Preserve and the City's Fairview Park sites offer seasonally important sources of food for migratory birds, occasional nesting and feeding sites for sea and shore birds. In the same area, the bluffside vegetation and thickets provide habitats for more reclusive species of birds, mammals and reptiles.

Some of these species which inhabit the remaining undeveloped lands within Costa Mesa are unique and of special interest. An example is the burrowing owl (*Speotyto cuniculara*). Observations of the owls have been reported on the Costa Mesa Golf Course and Country Club, and on the slopes of the Corona del Mar Freeway. The burrowing owl is a wild indigenous species of predatory bird which uses abandoned rodent burrows for nests, and is currently on the Audobon Society Blue List of rare birds.

Two other species which are becoming increasingly rare in the area occupy the County's parks and City's Fairview Park. The first, Coast horned lizard (*Phrynosoma loranatum*), is extremely rare in this area. Second is the reclusive trapdoor spider, found along the bluff edge feeding on small ground dwelling insects. These spiders are found in higher concentrations on the park site than elsewhere in Orange County. Provisions to retain a natural area for the spiders are included in the development plans for the park.

One sensitive species which frequents Costa Mesa is the California least tern (*Sterna albifrons*), included on the State and Federal list of endangered species. Although the primary nesting sites for the least tern are located farther south at the mouth of the Santa Ana River, the pond south of Victoria Street provides an occasional feeding area. The pond is of such importance that it has been proposed as an "essential habitat" for the least tern colony by the United States Department of Interior, Fish and Wildlife Service.

Based on biological studies prepared as part of the Fairview Park Master Plan, numerous other sensitive species have been found at the park. Detailed accounts of these species found in that document are hereby incorporated by earlier reference.

A general list of wildlife species which are known, or are presumed to inhabit Costa Mesa is provided in Tables CON-5 and CON-6.

NATURAL COMMUNITY CONSERVATION PLAN

The County of Orange Environmental Management Agency (EMA) prepared a Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) for the Central and Coastal Subregion of Orange County. The NCCP/HCP was adopted on July 17, 1996.

PURPOSE OF THE NATURAL COMMUNITY CONSERVATION PLAN/ HABITAT CONSERVATION PLAN

In 1991, the California Legislature enacted the NCCP Act and declared that "there is a need for broad-based planning to provide for effective protection and conservation of the state's wildlife heritage while continuing to allow appropriate development and growth."

The primary goal of the Orange County NCCP/HCP is to protect and manage habitat supporting a broad range of plant and animal populations that are now found within the Central and Coastal Subregion. To accomplish this goal, the NCCP/HCP creates a subregional habitat Reserve System and implements a coordinated program to manage biological resources within the habitat reserve. Specific project purposes of the NCCP/HCP are:

- ◆ Planning for the protection of multiple-species and multiple-habitats within the coastal sage scrub habitat mosaic by creating a habitat Reserve System that contains substantial coastal sage scrub, chaparral, grasslands, riparian, oak woodlands, cliff and rock, forest and other habitats;
- ◆ Developing a conservation program that shifts away from the current focus on project-by-project, single species protection to conservation and management of many species and multiple habitats on a subregional level;
- ◆ Allowing social and economic uses within the subregion that are compatible with the protection of Identified Species and Habitats;
- ◆ Protecting the federally-listed coastal California gnatcatcher in a manner consistent with Section 10(a) of the Federal Endangered Species Act (FESA) and the Special 4(d) Rule for the gnatcatcher while providing for future Incidental Take of the species;

- ◆ Protecting the other two “target species,” the coastal cactus wren and orange-throated whiptail lizard, by treating them “as if they were listed” under Section 10(a) of FESA and allowing Incidental Take of these species;
- ◆ Protecting non-Coastal Sage Scrub (CSS) habitat within the CSS habitat mosaic at a level comparable to the protection provided for CSS, thereby contributing to the protection of a broader range of species than just the target species or CSS species;
- ◆ Addressing the habitat needs of the non-target species within the subregion and the non-CSS habitats, including protecting six other federally-listed species consistent with FESA Section 10(a) and treating 30 other “identified” species “as if they were listed” under Section 10(a) of the FESA;
- ◆ Addressing the conservation of sensitive species located on the Dana Point Headlands site, including the coastal California gnatcatcher, Pacific pocket mouse, other Identified Species and five designated plant species;
- ◆ Building upon prior regional open space planning that has occurred in Orange County and integrating that open space planning into the creation of the habitat Reserve System and subregional conservation strategy; and
- ◆ Addressing impacts to CSS and non-CSS habitats and related NCCP/HCP species addressed in the Joint EIR/EIS in a manner that will be used and relied upon in conjunction with future environmental reviews and documents.

SUBREGION DESCRIPTION

The Central and Coastal Subregion is a 208,000-acre area (about 325 square miles) that includes the central portion of Orange County, incorporating the area from the coastline inland to Riverside County. The subregion extends along the coast from the mouth of the Santa Ana River (Costa Mesa) to the mouth of San Juan Creek (Dana Point). The inland boundaries of the subregion follow State Route 91 along the west and El Toro Road and Interstate 5 to San Juan Creek to the east. Existing natural habitat, including 13 major vegetation types, cover about one-half of the overall Central and Coastal Subregion.

HABITAT RESERVE SYSTEM

The Habitat Reserve System is one of six components of the NCCP/HCP. The other five components include the Adaptive Management Program, Non-Reserve Supplemental Habitat Areas; North Ranch Policy Plan Area, Interim Management Program and Funding Reserve Creation and Habitat Management.

A 37,378-acre Habitat Reserve System was created to include significant areas of 12 of the 13 major habitat types located within the subregion. The Reserve System will protect more than 18,500 acres of CSS habitat and is also designed to function as a multiple-habitat system. In addition to CSS habitat, it also contains about 6,950 acres of chaparral, 5,700 acres of grasslands, 1,750

acres of riparian, 950 acres of woodland, 200 acres of forest habitat and significant portions of six other habitat types now existing within the subregion. Only coastal dune habitat is not included within the Reserve System. In terms of target bird species, the Reserve contains 370 coastal Gnatcatcher sites and 671 coastal cactus wren sites.

Habitat areas within the Reserve were identified as one of four categories to indicate the primary reason for inclusion in the Reserve. These Reserve habitat categories reflect the Biological Goals and Objectives outlined in Section 3.1 of the NCCP/HCP document. The four categories are as follows:

- ◆ Target Species Habitat: Areas with significant coastal sage scrub components and target species populations. Habitat areas within this category make up the "core" of the Reserve (primary goals 1, 2, 3 and 7).
- ◆ Habitat Linkage: Areas of natural habitat with coastal sage scrub and other habitats that are especially important as linkages (primary goals, 3, 4 and 5).
- ◆ Biodiversity Habitat: Areas with minimal to modest coastal sage scrub and/or target species that contribute toward a more diverse and manageable reserve (primary goals 2, 3, 4, 6 and 7).
- ◆ Restoration Opportunity: Areas that are currently subject to intensive agricultural or functionally similar land uses (e.g., landfills) where restoration would add coastal scrub in key linkage areas and/or contribute to a more manageable Reserve boundary (primary goals 1, 2, 3, 4 and 7).

Within the Reserve System, the NCCP/HCP restricts the kinds of permitted uses to protect long-term habitat values. Residential, commercial and industrial uses are prohibited, as are new active recreational uses outside already disturbed areas. New recreational facilities will be sited in locations compatible with habitat protection based on the understanding that recreational use is subordinate to habitat protection within the Reserve.

EXISTING OPEN SPACE WITHIN THE SUBREGIONAL HABITAT RESERVE

A significant amount of public open space is included within the Reserve System. The existing public lands in the Reserve total 14,498 acres and are located within both the Central and Coastal areas. The public open space includes regional and wilderness parks managed by the County of Orange EMA, other regional parks/open space managed by cities located within the subregion, State parks or ecological reserves managed by the California Department of Fish and Game (CDFG).

The following existing facilities are within the Habitat Reserve: Aliso and Wood Canyons Regional Park, Irvine Regional Park, Laguna Coast Wilderness Park, Peters Canyon Regional Park, Santiago Oaks Regional Park, Talbert Nature Preserve, Upper Newport Bay Regional Park, Weir Canyon Wilderness Park, Whiting Ranch Wilderness Park, Laguna Beach open space, San Juan Capistrano open space, Coal Canyon Reserve, Crystal Cove State Park, Upper Newport Bay Reserve, University of California Irvine, and the California Ecological Reserve in the Laguna Coast Wilderness Park.

The only area within the City of Costa Mesa that falls within the Habitat Reserve System is Talbert Regional Park, which has been identified as an area providing important biodiversity habitat.

NATURE RESERVE OF ORANGE COUNTY

Subsequent to the adoption of the NCCP/HCP, the Nature Reserve of Orange County was established to oversee the Habitat Reserve System. The following agencies comprise the Nature Reserve of Orange County Directors: United State Fish & Wildlife Service, California Department of Fish and Game, California Department of Parks and Recreation, County of Orange, Irvine Ranch Water District, Metropolitan Water District, Southern California Edison, Santiago County Water District, University of California at Irvine, Transportation Corridor Agencies, City of Irvine, The Irvine Company, Chandis Sherman Company, three public representatives, California Department of Forestry, Coastal Greenbelt Authority and the Orange County Fire Authority. For more information about the Reserve, contact the County of Orange Planning and Development Services Department at (714) 834-2552 or visit the county's website http://pdsd.oc.ca.gov/nr_nature.htm.

COASTAL RESOURCES

Costa Mesa is a landlocked community with no direct access to the Pacific Ocean. However, the City's favorable climate, large marine-related business community, and high summertime traffic volumes and congestion are the result of Costa Mesa's proximity to the coast.

Because of these relationships, portions of the City have been included in the California Coastal Zone under the jurisdiction of the Coastal Commission (refer to Exhibit CON-2, *Coastal Zone Boundaries*). As such, Costa Mesa is responsible for the development of policies and programs to protect and enhance its coastal resources.

LOCAL COASTAL PROGRAM

In mandating the preparation of Local Coastal Programs (LCP), the Coastal Act of 1976 does not dictate the precise content of individual LCP's. The only specific directive in the Coastal Act is to include a public access component to assure that maximum public access to the coast and public recreation areas is provided.

The State and Regional Interpretive Guidelines provide additional details regarding the content and processing requirements for LCP's. This portion of the General Plan was prepared to conform to these guidelines in order to fulfill the City's responsibilities to address and protect its coastal resources. Using this approach, the necessary coastal policies and programs can be integrated directly into the City's overall general planning process.

The portion of Costa Mesa within the Coastal Zone represents the central segment of the vacant Santa Ana River lowlands which extend from the coast inland to the northern boundary of the Fairview Park site. These lowlands are also a part of areas administered by the City of Newport Beach and Orange County. Because of this relationship, Costa Mesa's LCP must be coordinated with both Orange County and Newport Beach for the lowland properties to the south. Costa Mesa's efforts are also coordinated with those of Huntington Beach due to the proximity of the jurisdictions and the interrelationship of coastal issues.

**TABLE CON-5
SPECIES LIST OF MAMMALS, REPTILES AND AMPHIBIANS**

Common Name	Scientific Name	Status	Confirmed Observation	Evidence of Presence Found	Possibly Present
Species List of Mammals					
Coyote	<i>Canis latrans</i>	-	X		
Virginia opossum	<i>Didelphis virginiana</i>	-	X		
Black-tailed jackrabbit	<i>Lepus californicus</i>	-	X		
Striped skunk	<i>Mephitis mephitis</i>	-	X		
California vole	<i>Microtus californicus</i>	-	X		
House mouse	<i>Mus musculus</i>	-	X		
Long-tailed weasel	<i>Mustela frenata</i>	-	X		
Dusky-footed woodrat	<i>Neotoma fuscipes</i>	-	X		
Desert woodrat	<i>Neotoma lepida</i>	-	X		
Cactus mouse	<i>Peromyscus eremicus</i>	-			X
California mouse	<i>Peromyscus californicus</i>	-	X		
Deer mouse	<i>Peromyscus maniculatus</i>	-			X
Western harvest mouse	<i>Reithrodontomys megalotis</i>	-			X
Broad-footed mole	<i>Scapanus latimanus</i>	-			X
Ornate shrew	<i>Sorex ornatus</i>	-	X		
California ground squirrel	<i>Spermophilus beecheyi</i>	-	X		
Desert cottontail	<i>Sylvilagus audubonii</i>	-	X		
Botta's pocket gopher	<i>Thomomys bottae</i>	-	X		
Species List of Reptiles and Amphibians					
Silvery legless lizard	<i>Anniella pulchra pulchra</i>	FS,CSC			X
Black-bellied slender salamander	<i>Batrachoseps nigriventris</i>	-	X		
Western toad	<i>Bufo boreas</i>	-	X		
Coastal western whiptail	<i>Cnemidophorus tigris multiscutatis</i>	-			X
Western skink	<i>Eumeces skiltonianus</i>	-			X
San Diego alligator lizard	<i>Gerrhonotus multicarinatus webbi</i>	-			X
Pacific tree frog	<i>Hyla regilla</i>	-	X		
Common kingsnake	<i>Lampropeltis getulus</i>	-	X		
Coast horned lizard	<i>Phrynosoma coronatum</i>	-	X		
San Diego gopher snake	<i>Pituophis melanoleucus annectens</i>	-	X		
Bullfrog	<i>Rana catesbeiana</i>	-			X
Coast patch-nosed snake	<i>Salvadora hexalepis</i>	-			X
Western fence lizard	<i>Sceloporus occidentalis</i>	-	X		
Western terrestrial garter snake	<i>Thamnophis elegans</i>	-	X		
Side-blotched lizard	<i>Uta stansburiana</i>	-	X		
San Diego fairy shrimp	<i>Branchinecta sandiegonensis</i>	FE			
FS: Forest Service Sensitive Species CSC: State-listed California Species of Special Concern FE: Federally-Listed Endangered					
Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.					

TABLE CON-6
SPECIES LIST OF BIRDS

Common Name	Scientific Name	Status	Confirmed Observation	Evidence of Presence Found	Possibly Present
Sharp-shinned hawk	<i>Accipiter striatus</i>	-	X		
Cooper's hawk	<i>Accipiter cooperii</i>	-	X		
Spotted sandpiper	<i>Actitis macularia</i>	-	X		
Mallard	<i>Anas platyrhynchos</i>	-	X		
Cinnamon teal	<i>Anas cyanoptera</i>	-	X		
American widgeon	<i>Anas americana</i>	-	X		
Green-winged teal	<i>Anas crecca</i>	-	X		
Northern shoveler	<i>Anas clypeata</i>	-	X		
Greater white-fronted goose	<i>Anser albifrons</i>	-	X		
American pipit	<i>Anthus reubescens</i>	-	X		
Great blue heron	<i>Ardea herodias</i>	-	X		
Burrowing owl	<i>Athene cunicularia</i>	CSC	X		
Lesser scaup	<i>Aythya affinis</i>	-	X		
Canvasback	<i>Aythya valisineria</i>	-	X		
Brant	<i>Branta bernicla</i>	-	X		
Bufflehead	<i>Bucephala albeola</i>	-	X		
Red-tailed hawk	<i>Buteo jamaicensis</i>	-	X		
Western sandpiper	<i>Calidris mauri</i>	-	X		
Sanderling	<i>Calidris alba</i>	-	X		
Dunlin	<i>Calidris alpina</i>	-	X		
Anna's hummingbird	<i>Calypte anna</i>	-	X		
Cactus wren	<i>Campylorhynchus brunneicapillus</i>	-	X		
Lesser goldfinch	<i>Carduelis psaltria</i>	-	X		
House finch	<i>Carpodacus mexicanus</i>	-	X		
American goldfinch	<i>Carduelis tristis</i>	-	X		
Turkey vulture	<i>Cathartes aura</i>	-	X		
Hermit thrush	<i>Catharus guttatus</i>	-	X		
Willet	<i>Catoptrophorus semipalmatus</i>	-	X		
Belted kingfisher	<i>Ceryle alcyon</i>	-	X		
Semipalmated plover	<i>Charadrius semipalmatus</i>	-	X		
Killdeer	<i>Charadrius vociferus</i>	-	X		
Western Snowy plover	<i>Charadrius alexandrinus nivosus</i>	FT,CSC	X		
Marsh wren	<i>Cistothorus palustris</i>	-	X		
Northern flicker	<i>Colaptes auratus</i>	-	X		
American crow	<i>Corvus brachyrhynchos</i>	-	X		
Yellow-rumped warbler	<i>Dendroica coronata</i>	-	X		
White-tailed kite	<i>Elanus leucurus</i>	-	X		
American kestrel	<i>Falco sparverius</i>	-	X		

TABLE CON-6
SPECIES LIST OF BIRDS – CONTINUED

Common Name	Scientific Name	Status	Confirmed Observation	Evidence of Presence Found	Possibly Present
American coot	<i>Fulica Americana</i>	-	X		
Common yellowthroat	<i>Geothlypis trichas</i>	-	X		
Black-necked stilt	<i>Himantopus mexicanus</i>	-	X		
Dark-eyed junco	<i>Junco hyemalis</i>	-	X		
Loggerhead shrike	<i>Lanius ludovicianus</i>	CSC	X		
Bonaparte's gull	<i>Larus Philadelphia</i>	-	X		
Ring-billed gull	<i>Larus delawarensis</i>	-	X		
Long-billed dowitcher	<i>Limnodromus scolopaceus</i>	-	X		
Short-billed dowitcher	<i>Limnodromus griseus</i>	-	X		
Song sparrow	<i>Melospiza melodia</i>	-	X		
Lincoln's sparrow	<i>Melospiza lincolnii</i>	-	X		
Northern mockingbird	<i>Mimus polyglottos</i>	-	X		
Ruddy duck	<i>Oxyura jamaicensis</i>	-	X		
Savannah sparrow	<i>Passerculus sandwichensis</i> (spp. Beldingi)	SE	X		
California towhee	<i>Pipilo crissalis</i>	-	X		
Spotted towhee	<i>Pipilo maculates</i>	-	X		
Eared grebe	<i>Podiceps nigricollis</i>	-	X		
Pied-billed grebe	<i>Podilymbus podiceps</i>	-	X		
Blue-grey gnatcatcher	<i>Polioptila caerulea</i>	-	X		
Bushtit	<i>Psaltiriparus minimus</i>	-	X		
American avocet	<i>Recurvirostra Americana</i>	-	X		
Ruby-crowned kinglet	<i>Regulus calendula</i>	-	X		
Say's phoebe	<i>Sayornis saya</i>	-	X		
Black phoebe	<i>Sayornis nigricans</i>	-	X		
Black-chinned sparrow	<i>Spizella artogularis</i>	-	X		
California least tern	<i>Sterna antillarum browni</i>	FE,SE	X		
Spotted dove	<i>Streptopelia chinensis</i>	-	X		
European starling	<i>Sturnus vulgaris</i>	-	X		
Western meadowlark	<i>Sturnella neglecta</i>	-	X		
Bewick's wren	<i>Thryomanes bewickii</i>	-	X		
Lesser yellowlegs	<i>Tringa flavipes</i>	-	X		
Mourning dove	<i>Zenaidura macroura</i>	-	X		
Golden-crowned sparrow	<i>Zonotrichia atricapilla</i>	-	X		
White-crowned sparrow	<i>Zonotrichia leucophrys</i>	-	X		
FE: Federally-listed Endangered FT: Federally-listed Threatened SE: State-listed Endangered ST: State-listed Threatened CSC: State-listed California Species of Special Concern					
Source: Biological Consulting Services for the Conservation Element of the Costa Mesa General Plan, prepared by BonTerra Consulting, May 22, 2000.					

COASTAL ZONE

The Coastal Zone in Costa Mesa is confined to a relatively small portion of the City (approximately 125 acres, 1.2 percent of the total planning area). Generally, the zone includes the Santa Ana River lowlands south of Victoria Street and extends eastward to include approximately 76 percent of the City's Canyon Park site. These boundaries represent a minor modification of the Coastal Zone established by the Coastal Act of 1976. The 1976 Coastal Zone totaled approximately 138 acres and included all or portions of six single-family units at the western terminus of Gleneagles Terrace (1.86 acres), a retail nursery site at 2100 Canyon Drive (2.10 acres), the southeasterly half of the 83-unit Sea Bluff Canyons condominium development (6.62 acres), and nine single-family units (2.66 acres) at the end of Republic Avenue. These four areas were removed under the provisions of Assembly Bill 462 at the request of the City in 1979.

Ownership and Land Uses

A great majority (97 percent) of the Coastal Zone is in public ownership (refer to Exhibit CON-3, *Potential Coastal Zone Parks*). Of the total 125.1 acres, approximately 97.6 acres are owned by the County of Orange, while 27.3 acres are owned by the City of Costa Mesa. The remaining acreage includes the northerly 0.23 acres of a 2.3-acre condominium project (Tract 12067 shown on Exhibit CON-3).

All of the Coastal Zone except the 0.23 acres in Tract 12067 is vacant or being developed as passive parks. The property owned by the County of Orange is designated as a portion of the Talbert Nature Preserve Regional Park site, while the City-owned property is developed as Canyon Park. Both parks extend beyond the boundaries of the Coastal Zone. The Talbert Nature Preserve Regional Park will extend to the north, across Victoria Street, and join the Fairview Park site approximately 2700 feet to the north. Canyon Park includes the "fingers" of the canyon south to Arbor Street and east toward Monrovia Avenue.

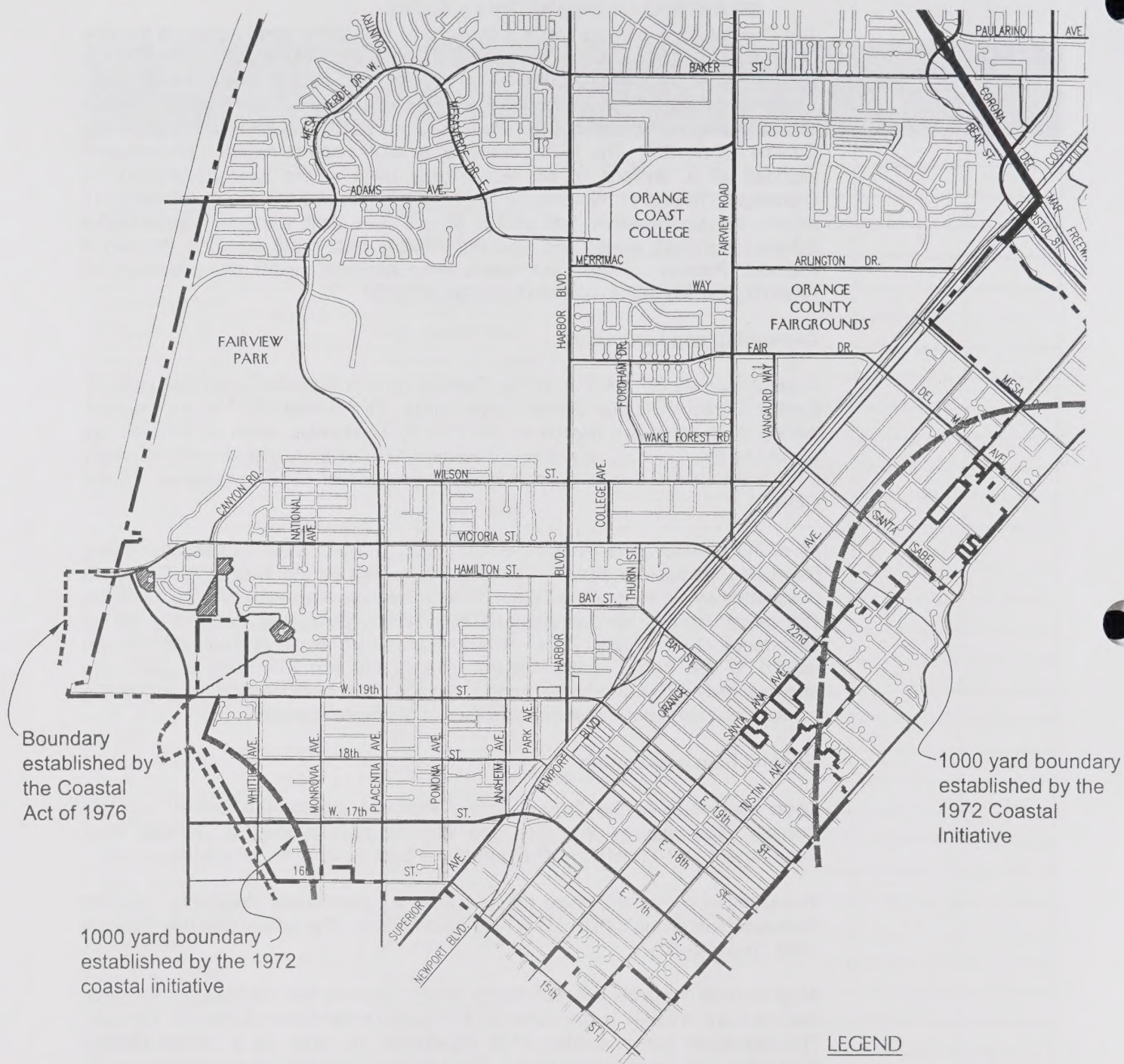
General Plan and Zoning

Upon acquisition of the Talbert Nature Preserve site by the County and the Canyon Park site by the City, the City Council initiated a General Plan Amendment (GP-78-1B) to indicate eventual public use of the properties.

The privately-owned 0.23-acre parcel carries a Low Density Residential General Plan designation and a PDR-LD zoning classification. This parcel was developed in 1986 (Tract 12067).

All of the river lowlands between Pacific Coast Highway and the Fairview Regional Park site are included in the Santa Ana River/Santiago Creek Greenbelt Corridor. The Greenbelt Implementation Plan designates this area as a "Water-Related Recreation and Conservation Area." Although the Plan does not propose a specific use of these properties, it does require the subsequent recreational use to be compatible with the overall greenbelt and to provide access to the river trails network.

COASTAL ZONE BOUNDARIES 1972/1976/1979



LEGEND

-  Coastal Boundary
-  1979 Deletions from coastal zone (A.B.462-Mello)

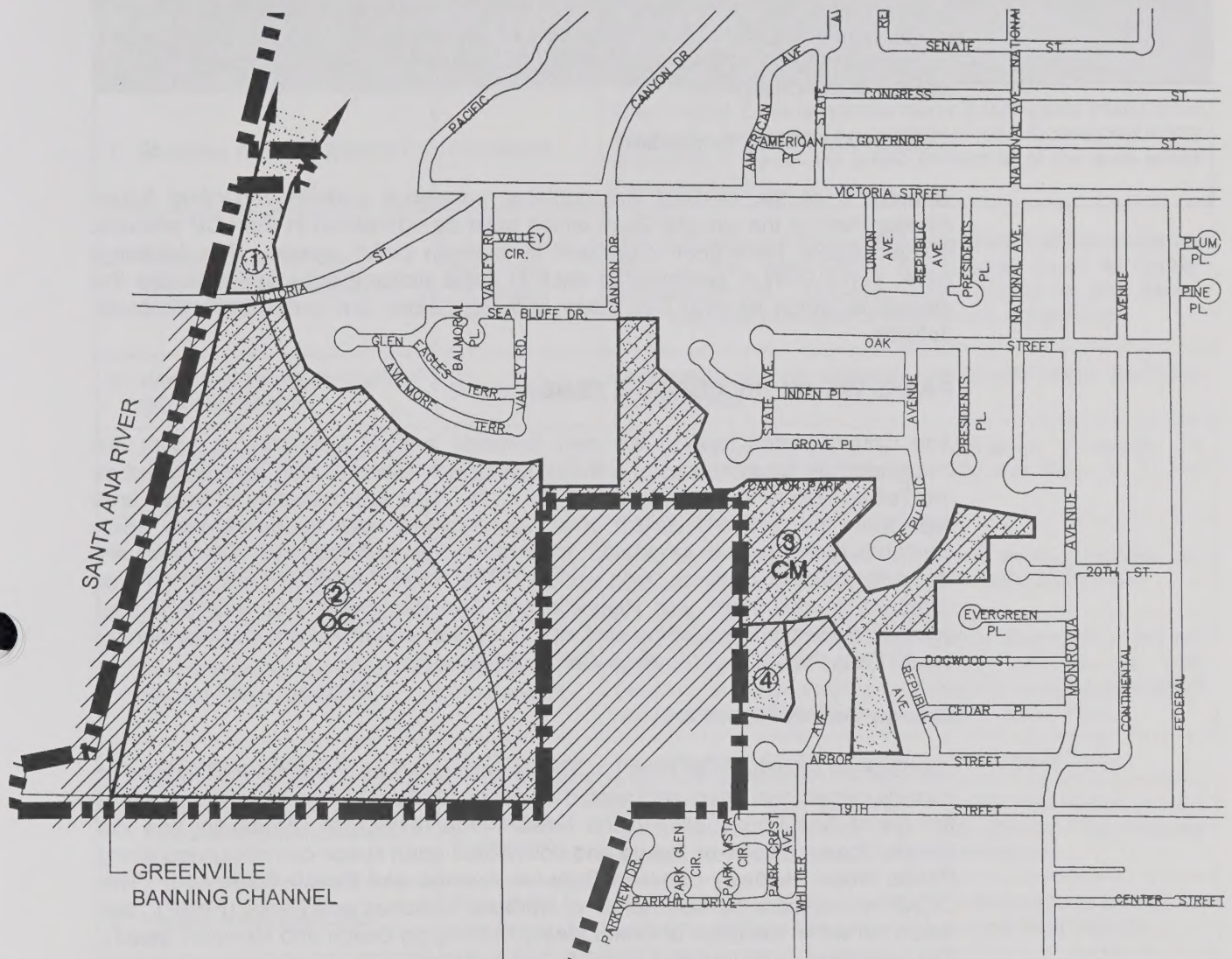


SCALE: 1"=4500'

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EXHIBIT CON-2

POTENTIAL COASTAL ZONE PARKS AND PROPERTY OWNERSHIP



LEGEND



City Boundary



Coastal Zone Boundary

PUBLIC OWNERSHIP



Costa Mesa



Orange County

PROPOSED PARKS

① Fairview Regional Park
(Orange County)

② Talbert Regional Park
(Orange County)

DEVELOPED

③ Canyon Park
(Costa Mesa)

④ Tract 12067
(Cal-American Fin.)



NOTE: BOUNDARIES ARE APPROXIMATE

SCALE: 1"=1000'

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EXHIBIT CON-3

COASTAL ACT APPLICATION

The identification of key coastal issues is an important step in the development of a Local Coastal Program. This process seeks to 1) determine the policies of the Coastal Act that apply to Costa Mesa, 2) determine the extent to which existing local plans are adequate to meet Coastal Act requirements, and, 3) delineate any potential conflicts between existing plans and development proposals and the policies of the Coastal Act.

Coastal Act Policy Evaluation

Chapter 3 of the Coastal Act contains numerous policies regarding future development in the Coastal Zone which must be addressed in the LCP process. These policies have been organized in fourteen policy groups. The following table, Table CON-7, summarizes each of these policy groups and indicates the degree to which existing City plans and regulations are consistent with these policies.

PARKS WITHIN THE COASTAL ZONE

The County-owned land in the river lowlands and oil fields to the south are designated as "open space" by the Orange County General Plan and identified as the Talbert Nature Preserve Regional Park site. This approximately 213-acre area represents the southerly portion of a major regional open space network which continues to the north to include 83 acres of the Fairview Park site. The parks are to be linked by a common trails system. The River Greenbelt Plan, which was compiled in conjunction with Riverside and San Bernardino Counties, proposed passive recreational use for the park site. This plan was used as a concept plan for the All River Plan of the U.S. Army Corps of Engineers.

Orange County River Park

The Orange County River Park (OCRCP) is envisioned as a coordinated mosaic of publicly owned and future anticipated dedications of parks and open space along the Santa Ana River between the Mesa Verde residential community and the Pacific Ocean, as well as the up and downcoast open space corridors lying along Pacific Coast Highway between Superior Avenue and Beach Boulevard. The OCRCP is proposed by the Friends of Harbors, Beaches and Parks (FHBP)³ and would fall within the cities of Costa Mesa, Huntington Beach and Newport Beach. The properties to be included in the OCRCP include:

- ◆ Costa Mesa's Fairview Park;
- ◆ Orange County's Talbert Nature Preserve (regional park);
- ◆ The Corps of Engineers restored/U.S. Fish and Wildlife Service administered ecological preserve;
- ◆ The lands to be dedicated in conjunction with the entitlement of the West Newport Oil Company/Taylor Woodrow Company development project on the Banning Ranch property;

³ The Friends of Harbors, Beaches & Parks (FHBP) is a non-profit, charitable California corporation organized in 1997 to promote the protection, expansion and enhancement of regional recreation and open space facilities in Orange County.

**TABLE CON-7
2000 GENERAL PLAN AND ZONING COMPARISON WITH COASTAL ACT POLICY**

Coastal Act Policy Groups	Consistency with Coastal Policies	Remarks/Comments
1. Shoreline Access (§§30212)	Consistent	The Coastal Zone is approximately 2,000 yards inland from the coast. Access to future coastal-related recreational areas is protected, due to the public ownership of the area within the Coastal Zone.
2. Recreation and Visitor-Serving Facilities (§§30213, 30220-30224)	Potentially Consistent	The 2000 General Plan and Zoning classifications designate most of the area within the Coastal Zone for public recreational use. However, these provisions also permit other uses that may conflict with Coastal Act policies.
3. Water and Marine Resources (§§30230-32031)	Not Applicable	No water or marine resources are located within the City's Coastal Zone.
4. Diking, Dredging, Filling and Shoreline Structures (§§30233)	Not Applicable	No diking, dredging, filling or shoreline structures are anticipated by either the 2000 General Plan or Zoning designations.
5. Commercial Fishing and Recreational Boating (§§30234)	Not Applicable	No commercial fishing or recreational boating facilities are proposed and/or anticipated along the Santa Ana River.
6. Environmentally Sensitive Habitat Areas (§§30240)	Potentially Inconsistent	The 2000 General Plan and Zoning designations do not include policies for habitat protection, although the 2000 General Plan does address preservation and enhancement of wetlands pursuant to the Fairview Park Master Plan
7. Agriculture (§§30241)	Not Applicable	No agricultural production exists in the Coastal Zone.
8. Archaeological and Paleontological Resources (§§30244)	Potentially Consistent	Archaeological and paleontological sites are known to exist within the Coastal Zone. The 2000 General Plan includes policies to mitigate impacts to these resources.
9. Hazard Areas (§§30253)	Potentially Consistent	The 2000 General Plan and Zoning designations provide for uses compatible with known geologic and flood hazards.
10. Forestry and Soils Reserve (§§30243)	Not Applicable	No timberland or commercial forests in the City's Coastal Zone.
11. Locating and Planning New Development (§§30250)	Consistent	Planned and permitted development is located adjacent to an existing urban area.
12. Visual Resources and Special Communities (§§30251)	Potentially Consistent	The 2000 General Plan and Zoning designations encourage public recreational use, but do not include specific standards for view protection pursuant to the Fairview Master Plan.
13. Public Works (§§30252, 30254)	Consistent	The 2000 General Plan proposes public works improvements to serve future development in the Coastal Zone.
14. Industrial and Energy Facilities (§§30260)	Not Applicable	No industrial or energy facilities exist or are anticipated in the City's Coastal Zone.
Sections (§§) cited above refer to the California Public Resources Code, Division 20. California Coastal Act, §§30000 through 30900.		

- ◆ The former Pacific Coast Highway lands declared surplus by Caltrans between Superior Avenue and the West Newport Oil Company property;
- ◆ The Huntington Beach Wetlands Conservancy parcel located between the Santa Ana River and Brookhurst Street;
- ◆ The State Parks and Recreation least tern refuge just upcoast of the Santa Ana River on the seaward side of Pacific Coast Highway; and
- ◆ The privately owned wetlands properties lying inland of Pacific Coast Highway between Brookhurst Street and Beach Boulevard to the extent the Friends of Harbors, Beaches and Parks (FHBP) can obtain the owners' cooperation in this effort.

Collectively, the lands mentioned above encompass approximately 1,000 acres in the central Orange County coastal area. The FHBP envisions the OCRP to function as an "ecological staircase," encompassing a variety of vegetative communities, including grassland scrub, vernal pools, riparian, willow forest, inter-tidal river, marsh, dunes, and beach.⁴

WILDLIFE PRESERVE AND RESTORED WETLAND

The California Coastal Act proposes that the entire Santa Ana River lowlands be reserved as a multiple use regional park combining wetland restoration, general recreation, beach support facilities, and archaeological preservation. This option is similar to the regional park option discussed earlier but differs in regard to the extent of recreational uses and restoration areas. The current option anticipates a large portion of the site for restoration purposes.

The Santa Ana River lowlands represent a severely degraded and altered natural environment once consisting of the river delta and flood plain. A primary goal of this option is to restore these areas as both salt water marshes (near the mouth of the river) and fresh water marshes (further inland, possibly extending into Costa Mesa). This option is supported by the Coastal Commission and the Department of Fish and Game.

In 1979, the Department of Fish and Game initiated a pilot experimental saltmarsh restoration project west of the Santa Ana River, near Pacific Coast Highway. Analysis of the program indicated that the project was successful and has established itself very well. Based upon these findings and the nature of the river lowlands along the east levee, it appears that significant portions of the river lowlands may also be capable of restoration.

PUBLIC ACCESS PROVISIONS

Existing public access to the Coastal Zone is limited because of the undeveloped nature of the Canyon Park site and the Santa Ana River lowlands. Present access to the Santa Ana River Trail System is provided by the Victoria Street/Hamilton Avenue bridge.

Access to the City's Canyon Park site is provided via bicycle and pedestrian trails at the north end of the park off of Canyon Drive and a vehicular entrance off of Arbor Street at the southern end of the park. Circulation within the park is provided by a

⁴ Source: Correspondence to Allan Roeder, City Manager, City of Costa Mesa from Friends of Harbors, Beaches & Parks dated February 10, 1998.

series of pedestrian and bicycle paths. Access between the park site and the river lowlands is provided via a 40-foot wide strip of parkland between the Newport Terrace and Sea Bluff Canyon condominium projects. This access way was provided to satisfy the parkland dedication requirements of the Sea Bluff Canyon project in Costa Mesa.

Future access demands for the larger lowland area are directly related to the specific land use option chosen for implementation. The wildlife preserve option would require minimal and restricted access for environmental management purposes. Identification of future specific access points will be made in conjunction with detailed site planning.

ENERGY

ELECTRICITY

On March 31, 1998, the electricity generation market was deregulated creating the ability for other providers to supply electricity. However, as of August 2000, Southern California Edison (SCE) remains the primary supplier for the City of Costa Mesa. Electricity can be generated from a combination of oil, natural gas, hydroelectric, nuclear, or renewable sources (wind and solar).

SCE which has a total service area of 50,000 square miles with a population of over 10 million. Costa Mesa constitutes just less than one percent of the population served by Edison.

SCE has indicated that the future growth of Costa Mesa as anticipated in this General Plan is within the parameters of the overall projected load growth which they are planning to meet.

DEREGULATION

In June 1996, Assembly Bill (AB) 1890 was introduced by Assemblyman Jim Brulte (R - Rancho Cucamonga), and served as the legislative vehicle for the deregulation of California's electrical utilities. The bill promoted the establishment of a competitive electric generation market and direct access. It also authorized stranded cost recovery for utilities, mandated open, non-discriminatory access to transmission and distribution services, and supported the creation of the PX (Power Exchange) and ISO (Independent System Operator), continued funding for conservation, research and development, and subsidies for renewable energy resource development.

In August 1996, the California Legislature passed AB 1890 without a dissenting vote. Governor Wilson signed the bill on September 23, 1996, which ratified the Public Utilities Commission (PUC) plan for a PX to create a wholesale electricity market, and an ISO to manage operation of the transmission grid. It also called for state-backed bonds to "securitize" stranded costs and secure a promise for a 10-percent rate reduction for residential and other small customers through March 31, 2002 (or earlier) if the utility's stranded generation costs had been recovered.

During the summer and fall of 2000, there was increasing concern about the growing costs of electricity and the potential for energy shortages. In December 2000, wholesale spot prices for electricity skyrocketed following the Federal Energy Regulations Commission order to the California ISO to lift the cap, leading to California's energy crisis.

The energy crisis that California began experiencing in 2000 is the result of several key factors that have occurred over the past several years. Many critics believe that the deregulation of California utilities is to blame for the energy crisis. When deregulation occurred in 1996, California's major utilities sold many of their power plants to a handful of electricity wholesalers. Deregulation has given power suppliers little incentive to increase their capacity, despite the state's growing demand for electricity. Because of the high demand, unregulated wholesale energy prices have risen dramatically in the last year. However, the rates charged to customers are still under a freeze. Thus, the utilities (i.e., SCE) buy energy at a deregulated rate from the wholesale suppliers, but have to charge customers a much lower regulated rate. The deficit caused by paying more to the wholesalers than what they can charge customers is causing utilities to accumulate an increasing amount of debt, which may lead to the utilities filing for bankruptcy.

Many critics also point out that California imports nearly 25 percent of its electricity. Many of the out-of-state companies have been reluctant to sell power to the California utilities because of concerns over the utilities' ability to pay for power. Additionally, many of the Northwest states that are dependent on hydroelectric power generation do not have much electricity to sell to California due to a lack of snow and rain in the region. Despite the state's demand for power, no major power plants have been built in California in the past ten years. Currently, there are four new plants under construction and plans for another plant has been approved. However, none of these plants will be opened for at least another two years.

Officials in California face some tough decisions in the near future; but in the meantime, they are imposing rolling blackouts across the state, which are expected to continue until utilities can increase the power supply or buy more power from outside sources.

NATURAL GAS

The Southern California Gas Company supplies natural gas to 18 million consumers which encompasses over 23,000 square miles of Southern California, including Costa Mesa. Ninety-five percent (95%) of the gas meters in the City are residential. As with fuel sources for electrical generation, the future of natural gas sources is uncertain.

Southern California Gas Company has indicated their ability to provide gas service to meet future growth within Costa Mesa as anticipated by the General Plan. All new gas service contracts would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

VEHICULAR FUELS

Because motor vehicles are powered almost exclusively by petroleum fuels derived from oil, supplies are directly affected by fluctuations in the international oil market as well as refinement and distribution facilities and policies within the United States. Supplies may be increased with production of new oil from within the country, including the outer continental shelf, and with development of new foreign sources. Foreign supplies, however, are subject to interruption for political and other reasons. Another possibility for increase in supplies of vehicular fuels is reduction in volumes of petroleum fuels necessary to supply energy to stationary users, through wider use of alternate energy technologies.

OVERHEAD UTILITY LINES

Many overhead electric, telephone and cable television lines still exist along City streets and alleys and in backyard easements. New on-site utilities are required to be installed underground to the nearest pole, at which point they join the overhead distribution system. Existing overhead electric and telephone lines are gradually being replaced by underground facilities. The City has determined priorities for these projects through the establishment of Underground Utility Districts.

Off-site utilities are gradually being undergrounded as funds become available from the utility companies. Edison has a specific fund for undergrounding projects. Monies are accumulated into the fund based on the number of meters in the City. Project location priorities are determined by the City and undergrounding is carried out by the Edison Company with designated funds and by the telephone company out of general operating funds.

Costa Mesa has established seventeen Underground Utility Districts. Lines along streets not designated as Underground Utility Districts are sometimes placed underground in conjunction with major street widening projects, such as Fairview Road. Although 66 kv transmission lines are difficult to place underground, the technology exists.

ALTERNATIVE FUELS

Use of alternative fuels is another way of reducing the demand for oil and gasoline in the transportation sector. A number of research and development programs are being carried out to discover and perfect fuels or fuel additives which will provide adequate engine performance with minimal pollution at a reasonable cost. The most widely used alternative fuel is propane gas.

Vehicular fuel reductions can also be realized by the implementation of transportation systems management (TSM) techniques. These measures range from street improvements such as additional lanes, modified signals and turning facilities, and parking restrictions to increase the efficiency of traffic flow (thus reducing travel time) to policies and actions encouraging carpooling and use of public transit and bicycles - to reduce total vehicle miles traveled.

Recent years have seen an increase in the use of high-occupancy vehicles, such as carpools and van pools, by commuters. Although this trend has not yet produced a significant impact, it does indicate some degree of public support. The Caltrans Ridesharing Program, which provides free carpool matching, has resulted in a Statewide fuel savings. Benefits of high-occupancy vehicle use include reductions in traffic congestion, air pollution, and energy consumption as well as cost savings to the participants.

ALTERNATE ENERGY SOURCES

As mentioned previously, solutions to the energy problem can be gained both through conservation and through development of additional sources of energy. Energy suppliers are continuously searching for new and expanded sources of conventional fuels such as oil, gas, and coal. More recently developed fuels, such as nuclear and geothermal, make up a small share of the nation's energy supplies. Solar energy is the viable alternate energy source for the City of Costa Mesa.

Solar energy can be harnessed in two ways: for conversion to electricity and for direct use to heat water or building interiors. Conversion of sunlight to electricity - through use of solar (photovoltaic) cells or heating of fluids to drive turbine

generators - is a high-cost technology, although several demonstration projects are built and improved cost efficiency is anticipated.

Direct use of solar energy is divided into two areas - passive and active. Passive solar energy refers to the design of buildings to take maximum advantage of the sun for heating and cooling through appropriate use of windows, overhangs and other shading devices, building materials, and landscaping. Active solar energy involves the use of solar collectors and related plumbing and mechanical facilities to heat water, building interiors, or swimming pools.

Passive solar design is an attempt to utilize characteristics of the local climate for natural heating and cooling. Because passive solar design primarily involves additional considerations in the design of buildings and little, if any, additional materials or equipment, the cost-effectiveness is quite high. In some cases, passive design can actually decrease initial costs by allowing smaller heating and air-conditioning appliances to be used.

More involved passive designs incorporate additional features such as denser building materials or water storage facilities adjacent to walls or on roofs to absorb and radiate heat. Costs of these designs are higher and add to the cost of a home.

Perhaps the most cost-effective application of passive solar energy is the use of swimming pool covers. These relatively inexpensive devices help heat the pool during the day and reduce heat loss at night. The initial investment can often be recovered in the first year of use.

Active solar systems are employed for the same uses as passive systems, but utilize additional technologies. Active systems consist of a series of solar collection panels through which a fluid (usually water) is passed to absorb heat from the sun. In water heating systems, the heated water is passed into a storage tank for use upon demand. A backup heater fueled by gas or electricity is normally included to provide additional heating on cloudy days.

For space heating, pipes containing the solar-heated water are passed through the forced-air duct where the heat is transferred to the air. With the addition of an absorption chiller, active solar systems can also be used for cooling. These systems, however, are not cost-effective at the present time.

Active solar water heating systems have been shown to result in significant savings - in both energy and cost - when compared to electric water heaters. Recovery of initial costs can be accomplished within four to nine years. Depending upon individual circumstances, solar water heating may or may not be cost-effective when compared to natural gas. However, the advantages of solar will become more pronounced as natural gas prices increase.

Use of active solar space heating systems has been found to be cost-effective when compared to certain types of electric heating systems, and it is estimated that cost-effectiveness may exceed that of gas-fired heaters in the future. The cost of active solar systems for space heating varies widely depending upon individual circumstances.

As with passive systems, swimming pool heating represents the most cost-effective use of active solar systems. Depending upon the system and local temperature conditions, initial costs can be recovered within three to seven years. Use of a pool cover will help to shorten the pay-back period.

WATER RESOURCES

GROUNDWATER BASINS

The City of Costa Mesa is situated within the Orange County groundwater basin (refer to Exhibit CON-4, *Groundwater Basin*). The basin is situated within the Santa Ana Plain, which encompasses the southern half of the great eastern coastal plain of Southern California that extends 24 miles into Orange County from its northern periphery at the Santa Monica Mountains. This valley, with an average width of approximately 15 miles, is the upper surface of a great deposit of alluvial material which fills a deep depression extending from the foothills of the Santa Ana Mountains to near the coast.

The Orange County Water District (OCWD) is responsible for the protection and management of the Lower Santa Ana Basin which is the only source of groundwater supply. The basin encompasses an area of about 387 square miles in north and central Orange County. The basin is bounded on the north by the Chino-Puente Hills, on the east by the Santa Ana Mountains, and on the south by the San Joaquin Hills and the Pacific Ocean. OCWD monitors 646 active wells within the basin: 225 are large municipal production wells, 200 are small production (mostly agricultural), and 221 are operated solely for water quality monitoring purposes. Under full storage, the basin is estimated to contain 10-40 million acre-feet of fresh water, with about 1 to 1.2 million acre-feet usable for water supply purposes within the withdrawal capacity of installed wells.

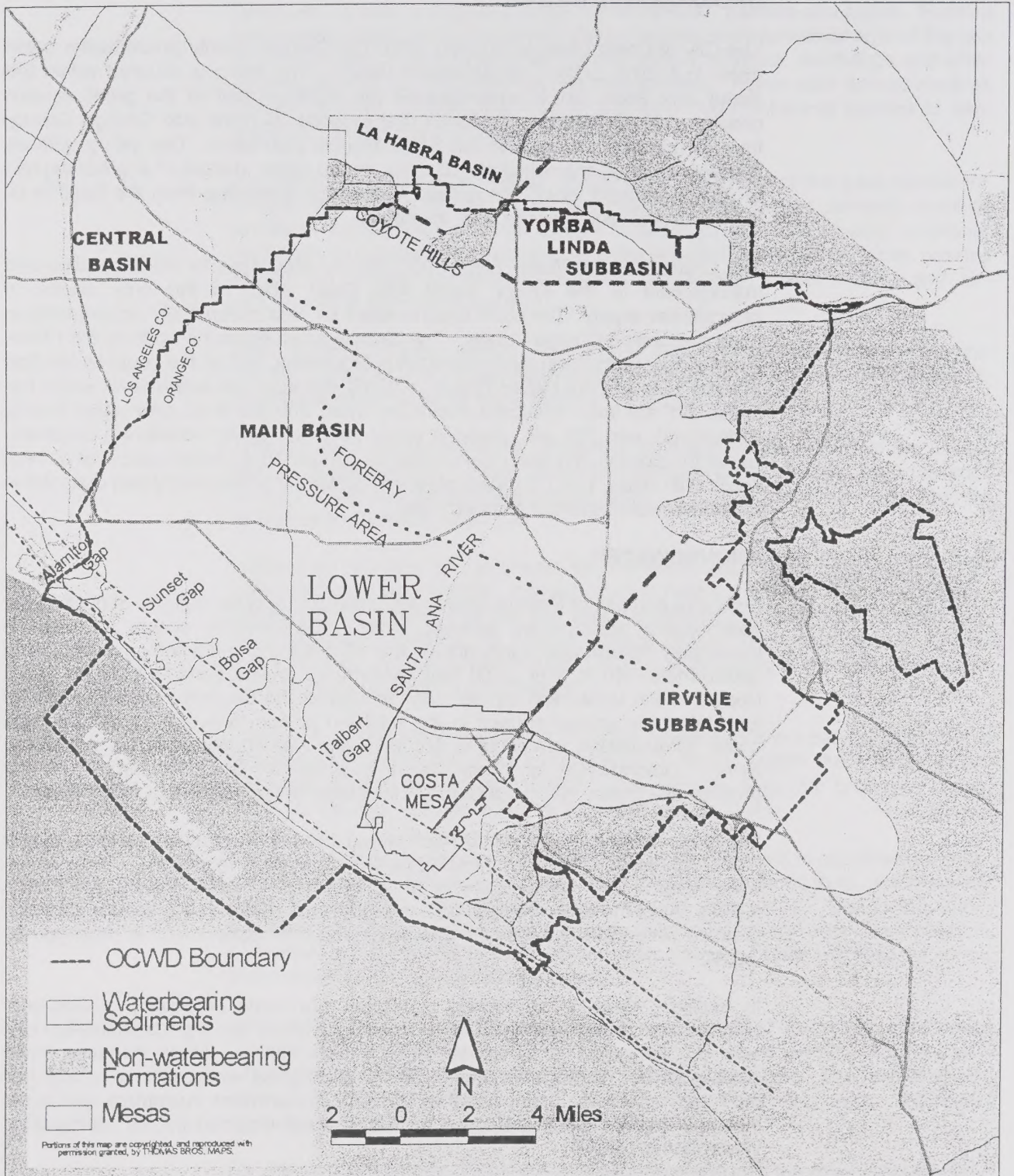
GROUNDWATER

Extensive portions of Orange County are underlain by deep deposits of permeable, water-bearing sedimentary geologic strata. Groundwater occurs in semi- to moderately-consolidated sand, gravel, and silt occurring in aquifers extending from approximately 40 to over 2,500 feet beneath the ground surface in Costa Mesa. Depths to the uppermost aquifer vary throughout the City from approximately 40 feet below the ground surface in the northern portion to over 100 feet near the coast. Groundwater is present at depths of less than 40 feet along the Santa Ana River. Groundwater for Costa Mesa is withdrawn from the largest of four groundwater basins in Orange County - the Lower Santa Ana Groundwater Basin.

The Mesa Consolidated Water District (Mesa) owns and operates nine groundwater production wells. Seven of these wells are currently in operation. These seven wells have a total design capacity of approximately 14,000 gallons per minute (GPM). All of the wells are located in the northwest portion of the service area and produce water from the Orange County groundwater basin which is managed by OCWD.

In addition, Mesa is developing additional (previously untapped) groundwater supplies from deeper aquifers. Water from these levels has slight discoloration and odor problems, but is chemically of very high quality. Mesa removes these unpleasant but nontoxic characteristics by treating the water with an ozone gas purification process. This additional water source provides customers with water that is of higher quality and lower cost than water imported by the Metropolitan Water District (MWD).

GROUNDWATER BASINS



N.T.S. Source: Orange County Flood Control District

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EXHIBIT CON-4

Mesa's Reservoir No.1 has a capacity of about 10 million gallons (MG). The reservoir is located next to Mesa's offices on Placentia Avenue in southwest Costa Mesa and is partially below ground. Dedicated in May 1990, the reservoir assists in meeting daily demand peaks, provides needed water and additional water pressure for fire fighting, and supplies local water storage during an emergency.

Completed in 1995, Mesa's Reservoir No. 2, the Karl Kemp Reservoir, has a capacity of about 18.0 MG. The underground reservoir is located under the playing field at the Lindbergh School site. The reservoir adds needed storage for the community's southeast side, and helps balance system pressure, as well as helps to meet daily demand peaks. This added storage allows Mesa to pump groundwater 24-hours a day, filling the reservoir during low-use periods. Then Mesa draws water from both wells and reservoir storage during peak use periods. This ability maximizes the use of local water resources and helps reduce Mesa's dependency on imported water, which can be three times the cost of groundwater.

WATER SUPPLY

Costa Mesa is served by two water supply agencies: Mesa and Irvine Ranch Water District (IRWD) (refer to Exhibit CON-5, *Water Supply Agency Boundaries*). A majority (85%) of the City is within the boundaries of the Mesa, which also serves unincorporated areas of the County and portions of Newport Beach. Properties to the southeast of Newport Boulevard, between 23rd and Bristol Streets, are served by the IRWD. Both Mesa and IRWD are affiliated with both the Coastal Municipal Water District (Coastal) and the Municipal Water District of Orange County (MWDOC). In turn, Coastal and MWDOC are member agencies in the Metropolitan Water District of Southern California (MWD). Of additional note, as of Spring 2000, Coastal and MWDOC were in the process of a joint merger. MWD has the responsibility for acquiring, storing, and distributing supplemental (nonlocal or imported) water on a wholesale basis in the Southern California Coastal Plain.

Natural water supplies in Orange County are limited to three sources: 1) groundwater, 2) surface flows in the Santa Ana River originating in Riverside and San Bernardino Counties, and 3) local precipitation and runoff in Santiago Creek and other streams. Because the demand for water greatly exceeds the rate of replenishment of natural water sources, the majority of the urban and rural communities in Orange County are wholly or in part dependent upon water imported through the facilities of the MWD.

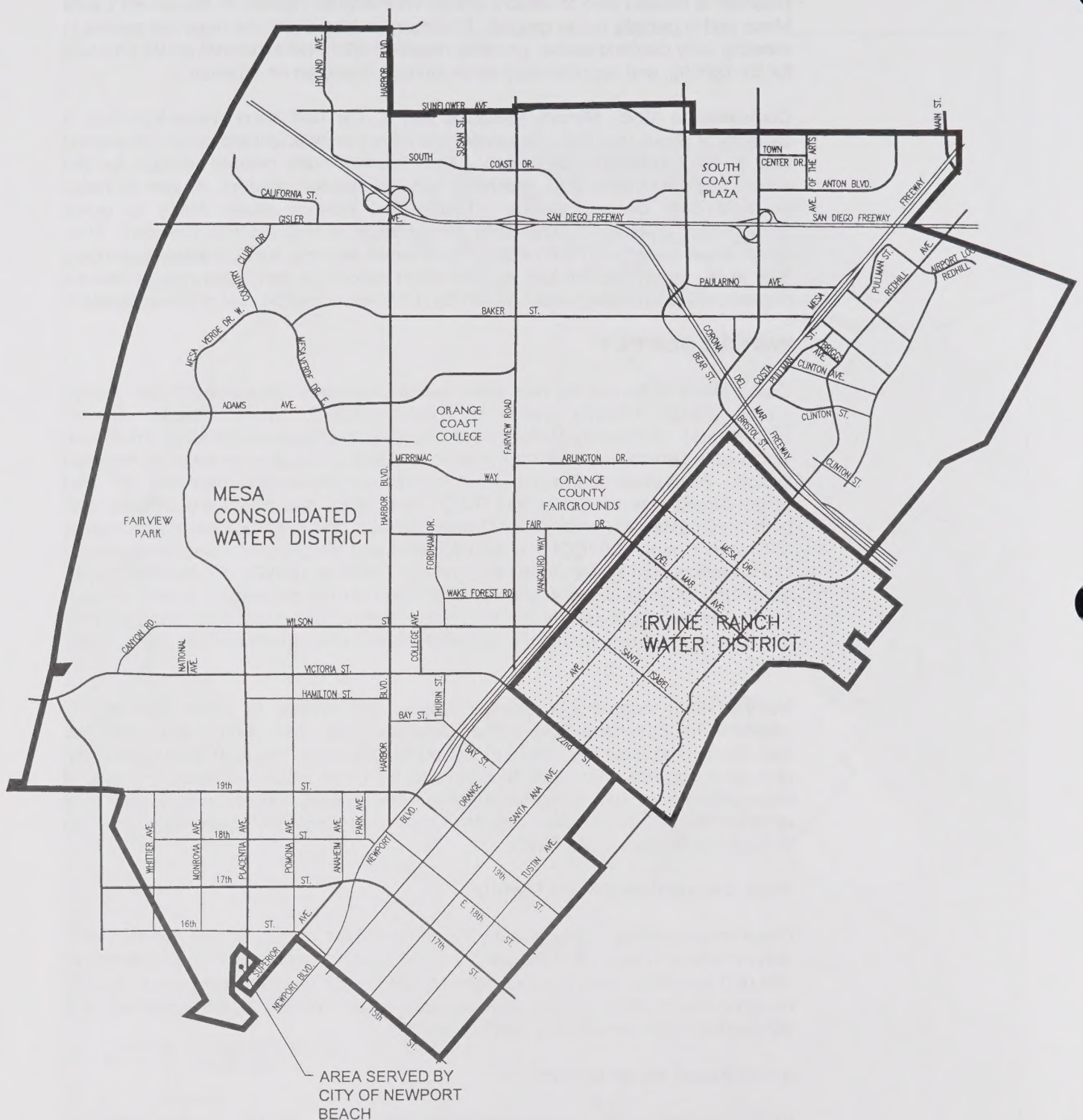
Mesa Consolidated Water District

Mesa encompasses approximately 18 square miles. Mesa serves Costa Mesa, part of Newport Beach and the John Wayne Airport. Mesa serves a population of 103,000 residents, and provides domestic and irrigation water services to 23,000 metered connections. On an annual basis, Mesa delivers 21,000 acre-feet (6.6 billion gallons) of water to the various users.⁵

Irvine Ranch Water District

IRWD encompasses approximately 78,000 acres, or 123 square miles in southern central Orange County. IRWD serves all of the City of Irvine and the unincorporated areas of Foothill Ranch and Newport Coast. In addition, IRWD

WATER SUPPLY AGENCY BOUNDARIES



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EXHIBIT CON-5

serves portions of Tustin, Santa Ana, Newport Beach, Costa Mesa, Orange and Portola Hills. In 1997, IRWD began providing water service to the Santa Ana Heights community.

The IRWD serves a population of 223,000, and provides water to approximately 63,000 domestic connections, which includes residential, commercial, industrial, fire protection, public authorities, construction, landscape irrigation and agricultural users.⁶ In addition, IRWD serves a total of 62,951 reclaimed water connections, which includes public authorities, landscape irrigation and agricultural users.

For the fiscal year 1998/1999, the IRWD delivered 43,338 acre-feet of treated (potable) water, 11,970 acre-feet of untreated (non-potable) water, and 13,693 acre-feet of reclaimed water for a total of 69,101 acre-feet.⁷

WATER SOURCES

Water is imported into Orange County via two extensive systems of aqueducts operated by MWD. At present, the primary source of supply is the Colorado River Aqueduct system. This aqueduct transports water from Lake Havasu on the Colorado River to Lake Mathews, MWD storage reservoir in Riverside County. From this point, water is carried to East Orange County Feeder No. 2, the main distribution line serving the County.

The second source of supply of imported water is the State Water Project (SWP). This system brings water from the Upper Feather River in north-central California via the California Aqueduct to Lake Castaic north of Los Angeles. From Castaic, the Foothill Feeder transports water to the Weymouth Filtration facility in La Verne. From this point, the Yorba Linda Feeder carries water to the Diemer Filtration Plant for distribution in Orange County.

Currently, Mesa and IRWD rely on both groundwater and imported water. At present, 83 percent of Mesa's water supply is derived from groundwater from seven wells. OCWD manages the local area groundwater basin and utilizes advanced techniques for recharging the groundwater basin. This additional water source provides customers with water that is of higher quality and lower cost than water imported from MWD. Mesa's 2000 Master Plan calls for capital improvements including a deep water aquifer treatment facility that will increase groundwater production to 95 percent of the total water supply by 2000-2001, decreasing the dependence on higher cost import water.

Since Costa Mesa depends upon imported water for a portion of its water supply, the potential impacts of water supply and demand extend beyond the boundaries of the City and its two serving agencies. The availability of imported water is directly related to the water supply conditions in the source watersheds as well as demand for water throughout the State. Recurring dry years can affect Southern California's water allotment. All of Southern California is more reliant on water from the north since the MWD allotment of Colorado River water was reduced from 1.2 million to 0.55 million acre-feet per year at the completion of the Central Arizona project in 1985.

⁶ Source: Irvine Ranch Water District (IRWD) website: information regarding service area and facts and figures. Information was collected from the IRWD website in October 2000.

⁷ An acre-foot of water covers one acre of land one foot deep. One acre foot of water (approximately 326,000 gallons) represents the needs of two average families, in and around the home, for one year.

Mesa Consolidated Water District⁸

Approximately 75 percent of Mesa's water supply is pumped from natural underground water aquifers, which are located in the Orange County Groundwater Basin. OCWD manages this groundwater basin, supplying water to many areas in Orange County. The OCWD supplements nature by artificially replenishing the groundwater basin with imported and natural water supplies.

The remaining 25 percent of Mesa's water supply is imported from the MWD via two wholesale water agencies: MWDOC and Coastal. Imported supplies are transported through aqueducts from the Colorado River and Northern California. Imported water is more expensive than groundwater due to transportation and treatment costs.

In an effort to decrease dependence on expensive imported water supplies, Mesa is continuing to build local water wells and reservoirs to store groundwater for use during peak demand periods. Currently, Mesa owns and operates two reservoirs, which have the combined capacity to store more than 28 million gallons of water. Mesa is anticipating that smaller amounts of imported water will need to be purchased due to the increased use of colored water.

Colored water is an additional water resource, supplementing clear water. Colored water is pumped from deep aquifers in the Orange County Groundwater Basin. Colored water is the color of weak tea and has a sulfur smell. The color and odor are believed to originate from ancient redwood forests and peat. Colored water is treated using ozone and biofiltration to eliminate the color and odor, and chloramines for disinfection. Colored water is a high quality resource that meets and exceeds all state and federal water quality standards. Mesa is at the forefront of colored water treatment and is the first water purveyor in the United States to practice ozone treatment at the wellhead.

Irvine Ranch Water District

Approximately 50 percent of IRWD's water is purchased from MWD. This imported water comes from the Colorado River via the Colorado River Aqueduct and from Northern California via the State Water Project. The remaining 50 percent of the supply comes from local groundwater wells.⁹

To alleviate its dependency on imported water, in 1979 the IRWD began to develop a series of local wells called the Dyer Road Well Field Project. These wells, ranging from 400 to 1,200 feet in depth, extract high quality water from the Orange County Groundwater Basin. This groundwater now accounts for 50 percent of IRWD's total potable water supply.

Water Resources Master Plan¹⁰

The IRWD drafted a Water Resources Master Plan (WRMP) at the beginning of 2000. The Executive Summary chapter of the WRMP discusses the IRWD's recommendations regarding changes in the water resource mix.

The WRMP recommends that IRWD move from a heavy reliance on imported water to a greater utilization of local groundwater for cost, water quality and reliability reasons. New potable groundwater supplies would greatly reduce the

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Source: Mesa Consolidated Water District Facts and Figures, February 11, 2000.

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Source: Irvine Ranch Water District website, Water Sources & Changes. Data was collected from the IRWD website on October 12, 2000.

¹⁰

Source: Irvine Ranch Water District, Water Resources Master Plan, January 2000.

reliance on imported water under normal operating conditions and under most emergency outage scenarios. An expansion of the Michelson Water Reclamation Plant treatment capacity and the inclusion of the San Joaquin Reservoir as a reclaimed water seasonal storage reservoir are recommended to meet projected demand increases in the reclaimed water system. The resource mix for the year 2025 could potentially consist of nearly 70 percent clear and treated groundwater with only 5 percent of untreated imported water required for the nonpotable system.

Existing potable system sources are imported treated water purchased from MWD and local groundwater developed through the Dyer Road Well Field. IRWD plans to develop additional potable groundwater to meet its future demand. These projects would ultimately increase supply reliability and water quality, and may reduce overall supply costs.

Specific recommendations to maximize use of local groundwater supplies in the potable system include supporting the proposed Inland Well Fields. In addition, the capability of the Irvine Sub-basin to support additional groundwater yield should be evaluated. Finally, a well rehabilitation program should be developed to monitor and maintain the long-term viability of groundwater production facilities.

Existing nonpotable system sources are treated wastewater from the reclamation plant, untreated water from Irvine Lake through the Irvine Lake Pipeline and some local groundwater. The untreated source consists of untreated water purchased from the MWD and/or local runoff, depending on winter rainfall. To meet increasing demands for reclaimed water, existing sources must be expanded or new sources developed. An expansion of reclamation treatment capacity and reclaimed water seasonal storage from the conversion of the San Joaquin Reservoir from potable use would minimize the amount of imported treated water used in the reclamation water system. This would also reduce the amount of wastewater sent to the Orange County Sanitation District for treatment and disposal, and allow groundwater production to be concentrated in the potable water system.

WATER CONSERVATION

The importance of water conservation programs was brought into focus during several recent droughts in California. In response to the most recent drought, MWD implemented a mandatory water rationing plan for its customers. Both Mesa and IRWD have adopted water conservation policies.

The City of Costa Mesa also encourages water conservation in all new developments to incorporate all interior and exterior water conservation measures required by State law and the affected water agencies.

In cooperation with the OCWD, Mesa uses the OCWD's "Green Acres" reclaimed wastewater use program. Green Acres program water is highly treated and purified reclaimed wastewater, pumped in a separate distribution pipeline system, for use by selected users for nonpotable (nondrinking) purposes, including production processes and the irrigation of greenbelts, golf courses, parks, and other similar facilities. Areas that are within a five-mile radius of the OCWD "Water Factory 21" facility (near the Santa Ana River/San Diego 405 Freeway overpass, just outside of Mesa's borders) will have the opportunity to utilize this lower cost alternative water source in place of more scarce and more expensive groundwater and imported water.

WASTEWATER

The Costa Mesa Sanitary District (CMSD) is the local sewerage agency for the majority of the City. The remaining portions of the City are served directly by the County Sanitation District of Orange County (CSDOC), which also treat the wastewater. Both CMSD and CSDOC maintain master plans based on anticipated land use intensities in order to estimate and plan for future needs. CSDOC's Master Plan guides wastewater collection, treatment and disposal activities through the year 2020.

Wastewater, collected by the Costa Mesa and County districts, is processed at CSDOC's treatment plants located in Fountain Valley and Huntington Beach. CSDOC operates under a five-year National Pollution Discharge Elimination System (NPDES) ocean discharge permit issued by the California Regional Water Quality Control Board and the EPA. This permit has a set discharge limit for biochemical oxygen demand (BOD) and suspended solids. Currently, CSDOC's discharge is close to the BOD limit.

Three elements of the sewage disposal system must be considered in conjunction with the 2000 General Plan: local collection lines, major trunk lines, and treatment facilities. County treatment plants had been planned in accordance with regional growth forecasts and the County Sanitation District recently updated their Master Plan to reflect current growth projections. The Costa Mesa 2000 General Plan is consistent with regional growth projections.

Collector and trunk lines should generally be adequate to accommodate sewage generated by future growth in Costa Mesa. Localized impacts may result from increases in development intensity beyond that envisioned by the 1970 General Plan for which the collector system was designed. The Costa Mesa Sanitary District will be impacted similarly. Such impacts are most likely to occur in conjunction with medium- and high-density residential developments, as well as in the urban center areas.

WATER QUALITY

The quality of water delivered to Costa Mesa is the result of blending water from three separate sources (groundwater, Colorado River and State Water Project) with varying degrees of contamination. Based on a comparison of a primary indicator of water quality, the concentration of total dissolved solids (TDS), it can be seen that groundwater produced by the Mesa is of relatively high quality. Total dissolved solid concentrations in extracted water within the Lower Santa Ana Basin ranges from 200 parts per million (ppm) to 980 ppm, while the TDS levels from Mesa wells average 277 ppm. The U.S. Public Health Service recommends a standard of 1,000 ppm Minimum Contaminant Level of TDS for drinking water.

With respect to imported water, Colorado River water is poor in TDS (750 to 800 ppm) and hardness quality (280 ppm), but excellent with respect to turbidity (2 ppm or less). In contrast, SWP water is relatively low in TDS (226 ppm) and hardness (97 ppm) but high in turbidity (3.6 ppm). The combined sources result in quality indicators of 447 ppm TDS and 239 ppm hardness of water supplied by MWD. In contrast, Mesa's well produces water that only has 166.8 ppm hardness of water.

Mesa's 1998 Water Quality Report indicates that its drinking water is of a higher quality than required by the State and Federal standards. California water quality standards are more restrictive than Federal standards. The California Department of Health Services enforces State drinking water standards. Mesa monitors its water supplies on an ongoing basis, and measures approximately 200 substances.

WATER QUALITY AGENCIES

Primary water quality and pollution control responsibilities are held by various federal, state and regional agencies. The Federal Environmental Protection Agency (EPA) develops national programs and regulations for water pollution control and water supply with full enforcement powers given to the State Water Resources Control Board. The State is divided into nine regions, each governed by a Regional Water Quality Control Board responsible for preparing and adopting regional water quality control plans, enforcing waste discharge requirements and performing other functions concerning water quality control. Actions of these Boards are subject to review by the State Department of Water Resources and Health. SCAG has been appointed by the EPA as the agency to coordinate water quality management planning in the South Coast area and is responsible for the development of a regional program for the control of nonpoint sources of water pollution (208 program). Additionally, Costa Mesa is a member of the Newport-Irvine Waste Management Planning Agency (NIWA), a joint powers authority established to conduct water quality studies in the Newport Bay Drainage Area. The City's participation in regional water quality planning efforts and support of other pollution control agencies should ensure the maintenance of acceptable levels of water quality in the future.

WATER TREATMENT

In 1985, MWD, the agency that supplies Mesa and IRWD with imported water, switched from free chlorine to chloramine. Chloramine is a combination of chlorine and ammonia used as a disinfectant to prevent waterborne diseases such as cholera and typhoid. Mesa uses a mix of chloramines and ozone to improve the water quality and reduce the byproducts of disinfection.

The switch to chloramines reduces the formation of disinfection-by-products such as Trihalomethanes (THM). THM's are suspected carcinogens. Changes in Federal and State drinking water standards prompted this change.

Chloraminated water is safe for drinking, cooking, bathing, and all uses we have for water everyday. However, there are two groups of people who need to take special care with chloraminated water: kidney dialysis patients and fish owners. Medical centers that perform dialysis are responsible for purifying the water that enters dialysis machines. All hospitals and medical centers using dialysis are aware of the change. Commercial products are available at pet supply stores to remove chloramines in fish tanks.

WASTE MANAGEMENT

Landfill sites throughout the State are nearing capacity. In southern California, this is especially a problem because new landfill sites are hard to locate due to limited land resources. In 1989, the State legislature passed AB 939, the California Integrated Waste Management Act. AB 939 requires all cities and counties within the State to prepare integrated waste management plans to attain solid waste reduction goals of 25 percent reduction by 1995 and 50 percent reduction by 2000.

These plans were to include components for source reduction, recycling, and composting.

In January 1992, Costa Mesa prepared and adopted a source reduction and recycling element (SRRE). A description of the programs the City adopted in the final SRRE are provided below.

- ◆ Source reduction is any action that avoids the creation of waste by reducing waste as its source, including reducing packaging, reducing the use of nonrecyclable materials, replacing disposable materials and products with reusable materials and products, reducing the amount of yard wastes generated and increasing the efficiency of the use of paper, cardboard, glass, metal, plastic, and other materials. It requires manufacturers and consumers to take an active role in reducing the amount of waste that is produced through changes in production methods and consumption patterns.
- ◆ Recycling is any action that avoids the creation of waste through the reuse or reprocessing of material. Recycling requires active participation by the community and can take any number of forms. Recycling can be stimulated at all levels of government and the private sector through education, regulation and legislation. The three areas recycling focuses on within Costa Mesa are 1) single-family residential; 2) multi-family residential, commercial, industrial and institutional uses and; 3) buy-back and drop-off recycling programs.
- ◆ Composting is a controlled biological decomposition of organic waste to a relatively stable humus-like material. As a waste diversion method composting provides an opportunity to substantially reduce the volume of yard waste and other organic material that is presently landfilled.
- ◆ Special wastes are relatively large, identifiable waste streams from the general municipal solid waste stream that have the potential to be segregated, reused, recycled, or disposed in a manner uniquely suited to that waste. Examples of special waste can include, but are not limited to ash, sewage sludge, industrial sludge, asbestos, auto shredder waste, and auto bodies. The management of these special wastes is primarily the responsibility of the County of Orange. The City of Costa Mesa will support the County of Orange in its efforts as indicated in this component.
- ◆ Education and public awareness in the area of recycling is important to increase the amount of refuse diverted from the waste stream. The City of Costa Mesa and the Costa Mesa Sanitary District (CMSD) are actively involved in educating the public and support of the goals and objectives of the County of Orange as well as the intent of AB 939.

The City of Costa Mesa promotes residents to use their own containers to separate waste from recyclable materials. According to the Costa Mesa Public Services Department, Costa Mesa diverted 26 percent of its waste stream in 1995, 27 percent in 1996, 39.9 percent in 1997 and 51 percent in 1998.

LANDFILLS

The County of Orange has four landfill facilities which serve the cities within the County. These landfills are located in Brea, Santiago Canyon, Irvine and San Juan Capistrano (this facility is both a landfill and a Household Hazardous Waste

Collection Center). However, the County of Orange is currently in the process of closing the Santiago Canyon Landfill. The Santiago Canyon Landfill has been operating at a reduced level since 1993 with the closure of this facility anticipated for 2001.

HAZARDOUS WASTE MANAGEMENT

A full discussion of hazardous waste management is discussed in the Safety Element of this General Plan.

6.4 KEY ISSUES

AIR QUALITY

The following section identifies issues that contribute to air pollution in Costa Mesa and the region and specifies regulations which must be implemented to fulfill Air Quality Management Plan requirements.

LAND USE PATTERNS

Land use regulations influence the distribution of housing, employment centers, and other land uses within a community. The widespread distribution of different land use sectors affects individuals traveling to various destinations within a community. A substantial amount of air pollution can be attributed to automobile trips traveling between these locations.

- ◆ Only those cities and counties (including Costa Mesa) that have adopted a Congestion Management Plan (CMP) and can annually demonstrate an integration and application of CMP requirements into the land use decision-making process will be eligible for State gas tax funding.
- ◆ Locating jobs and housing within close distance creates the opportunity for individuals to choose alternative transportation modes to work, including walking or bicycling.
- ◆ Commercial centers within Costa Mesa are generally separated from residential uses and require use of the automobile to access. Integrating housing opportunities within and adjacent to commercial developments encourages pedestrian rather than vehicular travel.

TRANSPORTATION

The widespread use of automobiles in southern California contributes to the area's degrading air quality. The Air Quality Management Plan focuses on reducing vehicle trips because of the emissions created by automobile travel.

- ◆ Extensive use of personal motorized transportation modes contributes to the region's poor air quality. The home to work trip constitutes the majority of these trips taken on an individual basis. Reducing the number of home to work vehicle trips would substantially diminish the amount of pollution generated.

REDUCE PARTICULATE EMISSIONS

Particulates resulting from construction activities and various other sources degrade the area's air quality.

- ◆ Construction activities occurring throughout the community can create particulate emissions. The City has adopted a dust control ordinance and provisions for site watering during construction to minimize particulates.
- ◆ Some agricultural land remains in northern Costa Mesa. Dust rising from farming practices and unpaved roads degrades the community's air quality.

BIOLOGICAL RESOURCES

The City of Costa Mesa has been significantly urbanized over time with approximately 97 percent of the City buildout. Thus, the preservation of remaining sensitive biological habitat is important. Given this, the City wants to maintain and preserve any sensitive endangered wildlife and plant species (including habitat) remaining.

COASTAL RESOURCES

The key issues which should be addressed in Costa Mesa's LCP process include the following:

- ◆ Development feasibility and appropriateness in the Santa Ana River lowlands.
- ◆ Development compatibility with adjacent land uses in the Santa Ana River lowlands.
- ◆ Sensitive habitat protection and/or enhancement.
- ◆ Development compatibility adjacent to sensitive habitat areas.
- ◆ Recreation and visitor-serving facilities necessary to provide maximum public access to Costa Mesa's coastal resources while consistent with the protection of environmentally sensitive areas.
- ◆ Wetland restoration potential in the Santa Ana River estuary and lowlands.
- ◆ Development appropriateness in flood plains.
- ◆ Adequacy of service systems to include sufficient road capacities to meet the needs of recreational travel demands.
- ◆ Compatibility of construction of a major arterial highway (19th Street and "Bluff Road") with planned uses in the Coastal Zone.
- ◆ Incorporation of coastal policies and programs into the overall planning and development process.

- ◆ Development controls that ensure construction on adjacent properties is not detrimental to the uses and developments in the Coastal Zone.

The City of Costa Mesa has not prepared a LCP for submittal and approval by the California Coastal Commission and thus, does not have discretionary approval of projects within the Coastal Zone. If the City desires to have discretionary approval of projects instead of the Coastal Commission, the City needs a LCP, and subsequently receive approval of the LCP by the Coastal Commission. The City has elected not to prepare a LCP for the limited City area within the Coastal Zone, given that all lands within the Coastal Zone are under public ownership.

ENERGY

The use of energy conservation techniques (including compliance with Title 24) needs to continue in residential, commercial, and industrial developments to lessen energy consumption in the City.

WATER RESOURCES

A potable water distribution system shall be maintained for all existing and future residents and businesses in the City.

WASTEWATER

A comprehensive wastewater collection and treatment system for all development shall be maintained.

WATER QUALITY

The quality and quantity of groundwater shall be protected and maintained.

WASTE MANAGEMENT

Available landfill space is quickly diminishing. The City must continue to implement source reduction and recycling programs to reduce the production of solid waste.

Recycling efforts mandated by Assembly Bill 939 require local jurisdictions to reduce the amount of solid waste produced. The City must continue to expand recycling and source reduction programs in the City to meet State mandated diversion requirements.

6.5 DESCRIPTION OF CONSERVATION PLAN

The Conservation Plan focuses on the protection and stewardship of the natural environment as a major community asset for the future quality of life in Costa Mesa. Conserving and protecting the quantity and quality of all water resources, clean air, natural topography, habitat of native plant and wildlife species, scenic vistas and energy resources is a significant ingredient in the well-being of the City and its residents. These resources should be perpetuated for their visual, functional, environmental and aesthetic qualities.

The goals, objectives and policies contained in the following section have been established to guide the designation, identification, preservation and management of environmental resources in the future.

6.6 GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies that address conservation of resources are as follows:

GOAL CON-1: RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the conservation of resources, including land, water, wildlife, and vegetation; the protection of areas of unique natural beauty; the integration of natural features into the man-made environment.

Objective CON-1A. Evaluate the preservation of the City's existing biotic resources in as ecologically viable and natural a condition as possible, and, where feasible, restore and integrate these resources into the urban environment.

- CON-1A.1 Ensure that all future development will be adequately reviewed with regard to possible adverse effects on plant and animal life and critical wildlife habitat and wetlands, and incorporate feasible mitigation measures into the project design to reduce such effects.
- CON-1A.2 Encourage sustainable landscapes through landscape techniques that conserve, recycle, and reuse valuable resources, including the use of native vegetation and drought tolerant landscape materials consistent with the City's landscaping standards set forth in Chapter VII of Costa Mesa Zoning Code.
- CON-1A.3 Continue to comply with the National Pollutant Discharge Elimination System (NPDES) Program by participating in the Countywide Drainage Area Management Plan (DAMP) which stipulates water quality requirements for minimizing urban runoff and discharge from new development and requires the provisions of applicable Best Management Practices (BMP).
- CON-1A.4 Continue to implement the Drainage Area Management Plan (DAMP), and any amendments to it, that require site dischargers to reduce pollutants in runoff from new development and significant redevelopment areas.
- CON-1A.5 Pursue the adoption of an off-site mitigation program for the loss of critical wildlife habitat and wetlands when on-site mitigation is determined to be infeasible. Off-site mitigation should occur within the City of Costa Mesa.

- CON-1A.6 Support environmentally acceptable and sustainable energy sources (especially renewable resources such as solar, wind, hydroelectric, and geothermal resources) for new development and significant redevelopment projects.

Objective CON-1B. Work towards the protection and conservation of the City's existing and future water resources recognizing water as a limited resource requiring conservation.

- CON-1B.1 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local water supplies and water quality and an analysis of the impact on water capacity and water availability.
- CON-1B.2 Pursue the use of reclaimed wastewater for the irrigation of all appropriate open space facilities and require new developments and City projects, and encourage existing developments to tie into the reclaimed water system when recommended by the Orange County Water District, Mesa Consolidated Water District, or Irvine Ranch Water District.
- CON-1B.3 Cooperate with the Mesa Consolidated Water District and Irvine Ranch Water District to advise the citizens of Costa Mesa of the benefits which can be obtained from the practices of water conservation.
- CON-1B.4 Prohibit the use of land for solid waste disposal dump sites in Costa Mesa and work towards the prohibition of contiguous areas for dump sites where there is possible ground water contamination.

Objective CON-1C. Work towards the conservation of energy resources in both existing and new buildings, utilities and infrastructure.

- CON-1C.1 Continue the program of replacing mercury vapor and other street lights with high-pressure sodium vapor.
- CON-1C.2 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.
- CON-1C.3 Pursue adoption of an Energy Conservation Program that requires the use of materials, devices, and measures to reduce energy consumption above the energy conservation requirements of Title 24. These measures may include built-in energy efficient appliances, automated controls for air conditioners and lighting, special sunlight-filtering window coatings or double-paned windows, light-colored roofing materials, and other means to reduce energy consumption and a structure's heating and cooling needs.
- CON-1C.4 Continue to investigate the feasibility of municipal power programs.

Objective CON-1D. Work towards the orderly, balanced utilization and conservation of the City's coastal resources.

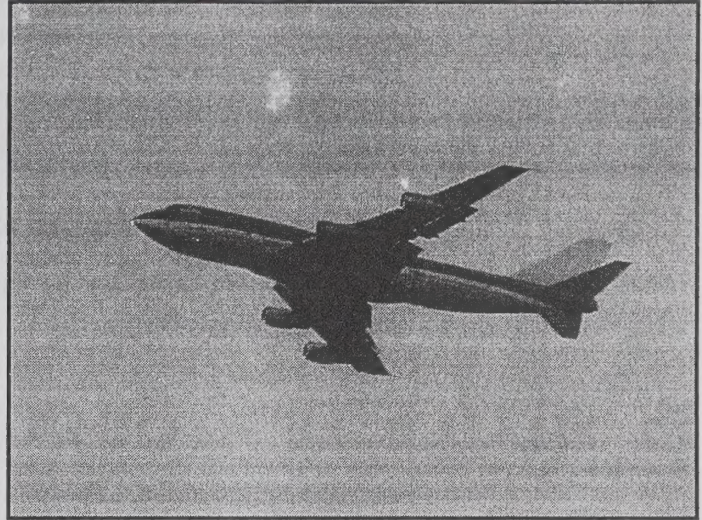
- CON-1D.1 Coordinate City planning efforts with the County of Orange, the City of Newport Beach, and other agencies to develop uniform and consistent policies regarding the future use and development of the River Park Project.
- CON-1D.2 Preserve and enhance existing wetlands areas.
- CON-1D.3 Review existing public works facility planning efforts to ensure that adequate water, sewer, and circulation systems are available to serve uses in the Coastal Zone and to limit planned capacities to conform to the demands created by development which is consistent with the Coastal Act.
- CON-1D.4 Require the provision of adequate visitor serving on-site parking facilities that do not impact sensitive resources within the Coastal Zone.
- CON-1D.5 Coordinate the development of plans, policies, and design standards for projects within the Coastal Zone with appropriate local, regional, state, and federal agencies.

Objective CON-1E. Pursue the prevention of the significant deterioration of local and regional air and water quality.

- CON-1E.1 Cooperate with and support regional, State, and Federal agencies to improve air quality throughout the South Coast Air Basin.
- CON-1E.2 Require, as a part of the environmental review procedure, an analysis of major development or redevelopment project impacts on local and regional air and water quality.
- CON-1E.3 Develop and implement a Reasonable Available Control Measure Plan (including employee ridesharing, traffic signal synchronization, bicycle/pedestrian facilities, energy conservation street lighting, modified work schedules, preferential carpool parking, or other equivalent control measures) in conformance with the Air Quality Management Plan for the South Coast Air Basin.

CHAPTER 7

NOISE ELEMENT



CHAPTER 7

NOISE ELEMENT

The Noise Element describes existing noise levels and noise sources in the City of Costa Mesa. Federal, State, and City regulations relating to noise are outlined in this Section. Goals and supporting policies related to the control of noise levels and the maintenance of a quiet environment are described in this Section.

7.1 PURPOSE

The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The Noise Element lists and maps current and projected noise levels for existing and planned land uses and levels for freeways, airports, and railroads. The projected noise levels are used to guide future land use decisions to limit noise and its effects on the community. The Noise Element contains policies and standards for limiting the noise generated from future projects as well as means to abate existing noise problems.

Government Code Section 65302(f) states that a general plan shall include a Noise Element which identifies and appraises noise problems in the community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the California State Department of Health Services and shall analyze and quantify, to the extent practical, current and projected noise levels for all of the following sources:

- ◆ Highways and freeways.
- ◆ Primary arterials and major local streets.
- ◆ Passenger and freight on-line railroad operations and ground rapid transit systems.
- ◆ Commercial, general aviation, heliport, and military airport operations, aircraft overflights, and jet engine test stands.
- ◆ Stationary noise sources, including local industrial plants.
- ◆ Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours are provided for all referenced sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours are to be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques. The noise contours are used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes exposure of residents to excessive noise.

The Noise Element includes implementation measures and mitigation which addresses existing and foreseeable noise problems. The adopted Noise Element also serves as a guideline for compliance with the state's noise insulation standards.

7.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The policies of the Noise Element are directly related to the policies within the Land Use, Circulation, Housing and Public Safety Elements. The goals, policies, standards and proposals within the Noise Element are consistent with all other elements of the Costa Mesa 2000 General Plan.

7.3 NOISE SCALES

Decibels (dB) are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). The A-weighted sound pressure level is the sound pressure level, in decibels, as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. Examples, of various sound levels in different environments are shown in Table N-1, *Sound Levels and Human Response*.

Many methods have been developed for evaluating community noise to account for, among other things:

- ◆ The variation of noise levels over time;
- ◆ The influence of periodic individual loud events; and
- ◆ The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time. These methods include: 1) the Community Noise Equivalent Level (CNEL); 2) the Equivalent Sound Level (Leq); and 3) the Day/Night Average Sound Level (Ldn). These methods are described below.

**TABLE N-1
SOUND LEVELS AND HUMAN RESPONSE**

Noise Source	dB(A) Noise Level	Response
	150	
Carrier Jet Operation	140	Harmfully Loud
	130	Pain Threshold
Jet Takeoff (200 feet; thence.) Discotheque	120	
Unmuffled Motorcycle Auto Horn (3 feet; thence.) Rock'n Roll Band Riveting Machine	110	Maximum Vocal Effort Physical Discomfort
Loud Power Mower Jet Takeoff (2000 feet; thence.) Garbage Truck	100	Very Annoying Hearing Damage (Steady 8-Hour Exposure)
Heavy Truck (50 feet; thence.) Pneumatic Drill (50 feet; thence.)	90	
Alarm Clock Freight Train (50 feet; thence.) Vacuum Cleaner (10 feet; thence.)	80	Annoying
Freeway Traffic (50 feet; thence.)	70	Telephone Use Difficult
Dishwashers Air Conditioning Unit (20 feet; thence.)	60	Intrusive
Light Auto Traffic (100 feet; thence.)	50	Quiet
Living Room Bedroom	40	
Library Soft Whisper (15 feet; thence.)	30	Very Quiet
Broadcasting Studio	20	
	10	Just Audible
	0	Threshold of Hearing

Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970, page 2.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL rating represents the average of equivalent noise levels, known as Leq's, for a 24 hour period based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m. CNEL may be indicated by "dBA CNEL" or just "CNEL".

LEQ

The Leq is the sound level containing the same total energy over a given sample time period. The Leq can be thought of as the steady sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is typically computed over 1, 8 and 24-hour sample periods.

DAY NIGHT AVERAGE (LDN)

Another commonly used method is the day/night average level or Ldn. The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.

OTHER NOISE METRICS

The maximum noise level recorded during a noise event is typically expressed as Lmax. The sound level exceeded over a specified time frame can be expressed as Ln (i.e., L90, L50, L10, etc.). L50 equals the level exceeded 50 percent of the time, L10 ten percent of the time, etc.

7.4 NOISE STANDARDS

FEDERAL NOISE STANDARDS

The United States Noise Control Act of 1972 (NCA) recognized the role of the Federal government in dealing with major commercial noise sources in order to provide for uniform treatment of such sources. As Congress has the authority to regulate interstate and foreign commerce, regulation of noise generated by such commerce also falls under congressional authority. The Federal government specifically preempts local control of noise emissions from aircraft, railroad and interstate highways.

The U.S. EPA has identified acceptable noise levels for various land uses, in order to protect public welfare, allowing for an adequate margin of safety, in

addition to establishing noise emission standards for interstate commerce activities.

STATE NOISE STANDARDS

The Office of Noise Control in the State Department of Health Services has developed criteria and guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for General Plans. These guidelines include noise exposure levels for both exterior and interior environments. In addition, Title 25, Section 1092 of the California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 CNEL is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL. Tables N-2 and N-3, below, summarize standards adopted by various State and Federal agencies. Table N-3, *Noise and Land Use Compatibility Matrix*, presents criteria used to assess the compatibility of proposed land uses with the noise environment. Table N-4, *State Interior and Exterior Noise Standards*, indicates standards and criteria that specify acceptable limits of noise for various land uses throughout Costa Mesa. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

CITY NOISE STANDARDS

The City of Costa Mesa maintains a comprehensive Noise Ordinance within the City Code which sets standards for noise levels citywide and provides the means to enforce the reduction of obnoxious or offensive noises.

NOISE ORDINANCE

The City Noise Ordinance establishes outdoor and indoor noise standards. The ordinance is designed to control unnecessary, excessive and annoying sounds generated on one piece of property from impacting an adjacent property, and to protect residential areas from noise sources other than transportation sources. The basic noise standards contained in Table N-2, *City Noise Ordinance Standards-Residential*, below, are for the daytime period (7:00 a.m. to 11:00 p.m.) and apply to both outdoor and indoor residential areas. Between the hours of 11:00 p.m. and 7:00 a.m., the noise standards are 5 dBA more stringent for exterior areas and 10 dBA more stringent for indoor areas.

TABLE N-2
CITY NOISE ORDINANCE STANDARDS-RESIDENTIAL

Exterior Noise Standards	Interior Noise Standards
55dBA-7:00 a.m. to 11:00 p.m.	55dBA-7:00 a.m. to 11:00 p.m.
50dBA-11:00 p.m. to 7:00 a.m.	45dBA-11:00 p.m. to 7:00 a.m.

NOTE: These represent the basic standards applicable for time periods exceeding 15 minutes each hour. Higher levels may be generated for specified shorter time periods.

**TABLE N-3
NOISE AND LAND USE COMPATIBILITY MATRIX**

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE			
	Ldn or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low-Density	50-60	60-70	70-75	75-85
Residential-Multiple Family	50-65	65-70	70-75	75-85
Transient Lodging-Motel, Hotels	50-65	65-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	70-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	75-85
Playgrounds, Neighborhood Parks	50-67.5	NA	67.5-75	75-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-67.5	67.5-77.5	77.5-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	80-85	NA

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

NOTES: NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

NA: Not Applicable.

**TABLE N-4
STATE INTERIOR AND EXTERIOR NOISE STANDARDS**

LAND USE CATEGORIES		CNEL	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single-Family, Duplex, Multiple-Family	45 ³	65
	Mobile Home	--	65 ⁴
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms/Playgrounds	45	65
	Church, Library	45	--
OPEN SPACE	Parks	--	65

NOTES:

- Indoor environmental including: Bathrooms, closets, corridors.
- Outdoor environment limited to: Private yard of single family
Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
Balconies 6 feet deep or less are exempt
Mobile home park
Park's picnic area
School's playground
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

The Noise Ordinance prohibits stationary noise sources to exceed the following:

- ◆ The noise standard for a cumulative period of more than 30 minutes in any hour;
- ◆ The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- ◆ The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour;
- ◆ The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
- ◆ The noise standard plus 20 dBA for any period of time.

The Noise Ordinance exempts several categories of noise sources, including construction activities which take place between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday, excluding federal holidays. The ordinance is reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

7.5 SUMMARY OF EXISTING NOISE ENVIRONMENT

Costa Mesa's noise environment is dominated by vehicular traffic including vehicular generated noise along Interstate 405 (I-405), State Route 55 (SR-55), State Route 73 (SR-73), primary and major arterials, and aircraft operations at John Wayne Airport. In addition, a number of other sources contribute to the total noise environment. These noise sources include construction activities, power tools and gardening equipment, loudspeakers, auto repair, radios, children playing and dogs barking. In order to provide a description of the existing noise environment in Costa Mesa, noise contours were obtained from the Orange County Airport Land Use Commission and quantified for highway and local street traffic. As referenced in Table N-6, field noise measurements were taken at various locations in the City to reflect ambient noise levels primarily in the vicinity of sensitive uses (i.e., schools, residences, churches, hospitals, etc.).

TRAFFIC NOISE

Traffic noise levels can be reliably predicted using formulas which take into account traffic volume, speed and percentage of trucks. Existing noise contours were calculated for all the City's primary and major arterials as well as the three freeways (I-405, SR-55, SR-73) that traverse the City. In addition a number of secondary and commuter streets were modeled as well. Noise generation for each roadway segment was calculated and the distance to the 60, 65, and 70 dBA CNEL contours was determined. (A noise contour is a line behind which the noise level does not exceed a certain value. For instance, the 60 dBA CNEL contour indicates that the CNEL between the street and the contour line is equal to, or greater than 60 dB; the CNEL beyond the contour line - away from the street - is less than 60 dB). Refer to Section 7.7, *Noise Contours*, for the approximate location of existing noise contours based on average daily traffic (ADT).

AIRCRAFT NOISE

The California Department of Transportation (Caltrans) has established guidelines in the California State Noise Standard to control residential area noise levels produced by aircraft operations which use the State's airports. Under these guidelines, residential noise sensitive areas exposed to an average CNEL of greater than the 65 dBA define the Noise Impact Area. Noise contours resulting from operations at John Wayne Airport, indicated on Exhibit N-1, *John Wayne Airport Noise Impact Area*, are those on file with the County of Orange Office of Noise Abatement and the Orange County Airport Land Use Commission's 1999 Airport Environs Land Use Plan and represent the latest (1999) measurement data.

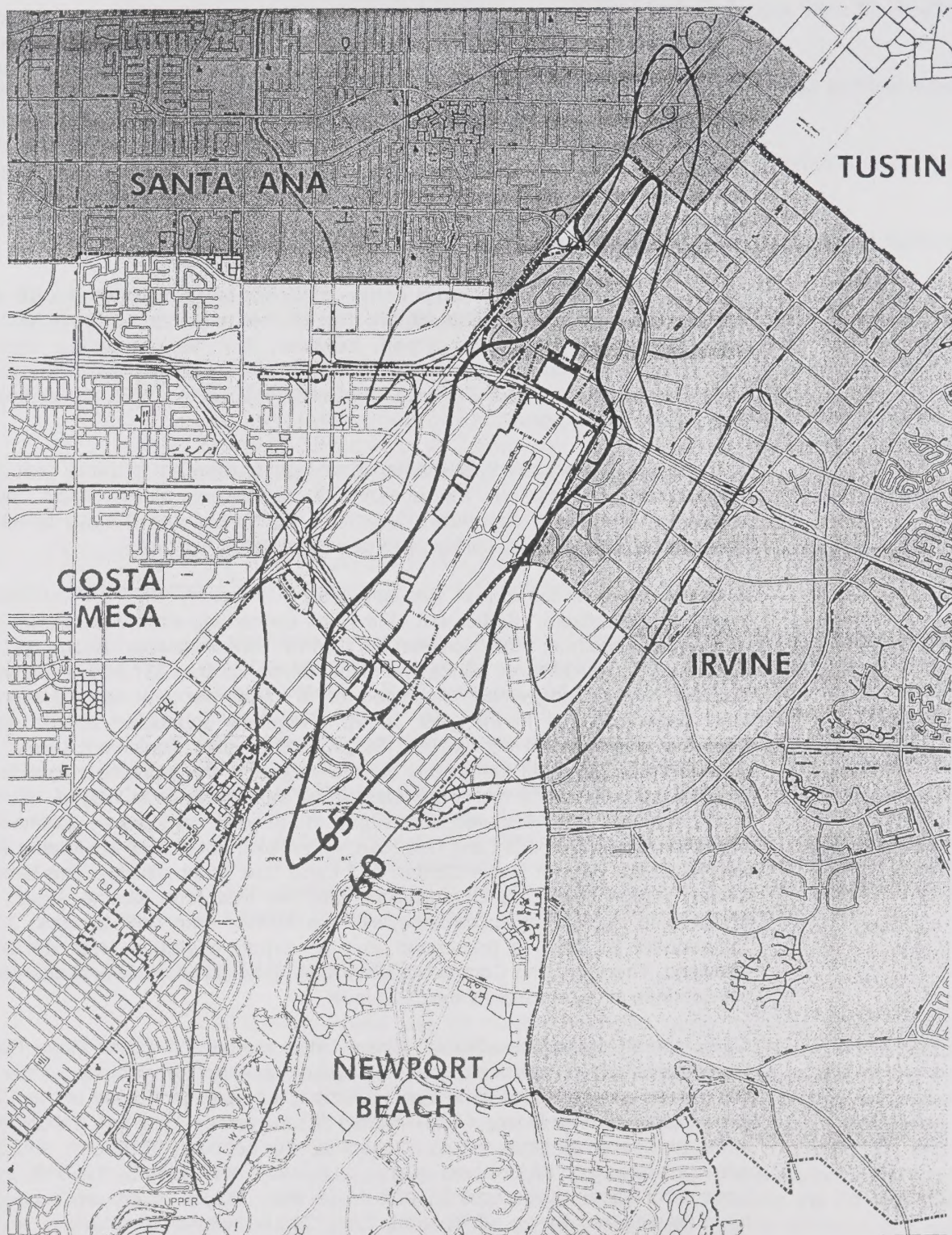
As shown in Exhibit N-1, a small portion of Costa Mesa is within the 65 dBA CNEL contour of John Wayne Airport. The northeast corner of Costa Mesa is impacted by noise from the airport, however, the majority of this area is developed with industrial uses. Approximately 107 dwelling units in the City's sphere of influence (SOI) are located within the 65 dBA CNEL Noise Impact Area, south of the runway.

John Wayne Airport has implemented an on-going program of noise reduction which includes: limits on the number of commercial airline flights, noise abatement arrival and departure procedures, admonishment of noisy operators (including private aircraft), curfew, and takeoff weight limitations.

A Master Plan for the airport was approved in February 1985 by the County Board of Supervisors. Settlement of lawsuits concerning airport expansion was reached in December 1985 between the County, City of Newport Beach and two community organizations. Since the construction of the 337,900 square-foot terminal, the passenger count is limited to 8.4 million per year with 73 average daily departures (up to the year 2006). Regularly scheduled aircraft which generate less than 86 dB SENEL (Single Event Noise Equivalent Level) are exempt from daily flight restrictions but are subject to the passenger limitations. Despite the potential for future increases in air traffic from John Wayne, ultimate CNEL contours are anticipated to be similar to the noise contours as contained in the 1999 Airport Environs Land Use Plan, with implementation of the Master Plan and ANCLUC (Airport Noise Control and Land Use Compatibility). The Orange County Airport Land Use Commission, assumes that John Wayne Airport will continue to operate in accordance with the Master Plan until at least 2005. Subsequent to 2005, a prescribed limit on airport operations has not been identified. Therefore, the Commission has assumed that future Airport operations will continue at approximately the 2005 level.

Other aircraft operations affecting Costa Mesa involve the Costa Mesa Police Department, which maintains three helicopters for aerial surveillance. While the helicopters are located at John Wayne Airport, a helipad is located at the City's Civic Center on Fair Drive. Under normal circumstances, only one helicopter is in the air at a given time. Hours of operation are between 10:00 a.m. and 3:00 a.m. Depending on altitude and speed, noise levels generated by the craft under normal conditions range from 61 dBA to 65 dBA. These levels are exceeded upon landing and taking off from the Civic Center helipad for refueling, and in rare instances when landing or extremely low altitudes are required elsewhere in the City.

JOHN WAYNE AIRPORT NOISE IMPACT AREA



Source: Airport Environs Land Use Plan, CNEL Contours,
Airport Lands Use Commission of Orange County,
Amended November 16, 1995



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EXHIBIT N-1

Three additional private heliports are located in north Costa Mesa at the following locations:

- ◆ Los Angeles Times, 1375 Sunflower Avenue
- ◆ Office Building, 555 Anton Boulevard
- ◆ Tridair Helicopter, 3000 Airway Avenue

The City regulates the siting of helipads in the City through a Conditional Use Permit. The City requires an analysis to identify potential noise impacts and the City may regulate the hours of operation and arrival, departure/arrival routes, and type of helicopters which may use the heliport in order to minimize impacts to sensitive land uses.

ORANGE COUNTY FAIRGROUNDS

In 1980, a modified stricter Noise Ordinance for fairground operations was established in an agreement between the 32nd District Agricultural Association and the City of Costa Mesa. Table N-5, *Orange County Fairgrounds Modified Noise Ordinance*, applies to the activities within the Orange County Fairgrounds.

**TABLE N-5
ORANGE COUNTY FAIRGROUNDS MODIFIED NOISE ORDINANCE**

Land Use	Noise Level Not to Be Exceeded	Maximum Allowable Duration of Exceedance
Residential	50 Dba	30 min/hour
	55 Dba	15 min/hour
	60 Dba	5 min/hour
	65 Dba	1 min/hour
	70 Dba	Not For Any Period of Time
Noise Zone	Noise Level (CNEL)	Time Period
1 & 2 Family Residential	60 dBA	7:00 a.m. to 11:00 p.m.
	50 dBA	11:00 p.m. to 7:00 a.m.
Multiple Dwelling Residential, Public Space, Commercial	60 dBA	7:00 a.m. to 11:00 p.m.
	55 dBA	11:00 p.m. to 7:00 a.m.
Title 4, Division 6 (Noise Control) of the Orange County Code, 1980.		

Several noise sources presently exist within the Orange County Fairgrounds property. A majority of the on-site stationary noise is due to sound reinforcement equipment utilized for the Speedway, the swap meet, and annual events such as Oktoberfest and Orange County Fair. Additionally motorcycle noise is generated during Speedway races. Parking lot activity during various fairground events also generates noise. The primary noise generators on the fairgrounds site are briefly described below.

PACIFIC AMPHITHEATER

Noise levels generated by concert events at Pacific Amphitheater have exceeded the Costa Mesa Noise Ordinance on several occasions in nearby residential areas in past years, and the amphitheater has been in litigation since 1983 regarding repeated violations and was closed in 1997.

SPEEDWAY MOTORCYCLE RACING

Speedway motorcycle racing events are held at the existing 8,500 seat outdoor arena located at the northern boundary of the fairgrounds. The racing season runs from approximately late March/early April through late September/early October, with racing events on Saturday evenings from 7:30 p.m. to 10:00 p.m. Noise levels are generated by the public address system and by the motorcycles themselves. Typical racing events are 10 dBA to 15 dBA lower than the noise limit of 98 dBA (at a distance of 100 feet from the outside edge of the track) imposed by the State of California Department of Health Services, Office of Noise Control.

ORANGE COUNTY FAIR

Noise is generated by several sources during the annual two week Orange County Fair. Noise sources during the fair events include a public address system, carnival rides, and several sound reinforcement systems which are used for concerts and carnival rides. Noise levels in the activity areas of a typical fair are in the range of 65 dBA to 75 dBA.

URBAN RAIL TRANSPORTATION

As previously discussed within the Circulation Element, no urban rail facilities currently exist within the City. However, OCTA is in the planning stages of a light rail system (Centerline Rail System) that is proposed to pass through the northeast portion of the City, including a line connecting the South Coast Plaza Town Center area to the system. Due to the preliminary nature of the urban rail line proposals, potential long-term noise impacts within the City can not be identified. Further review including detail noise analysis of final route alignments, hours of operation and station locations will be required as the planning for the urban rail line progresses.

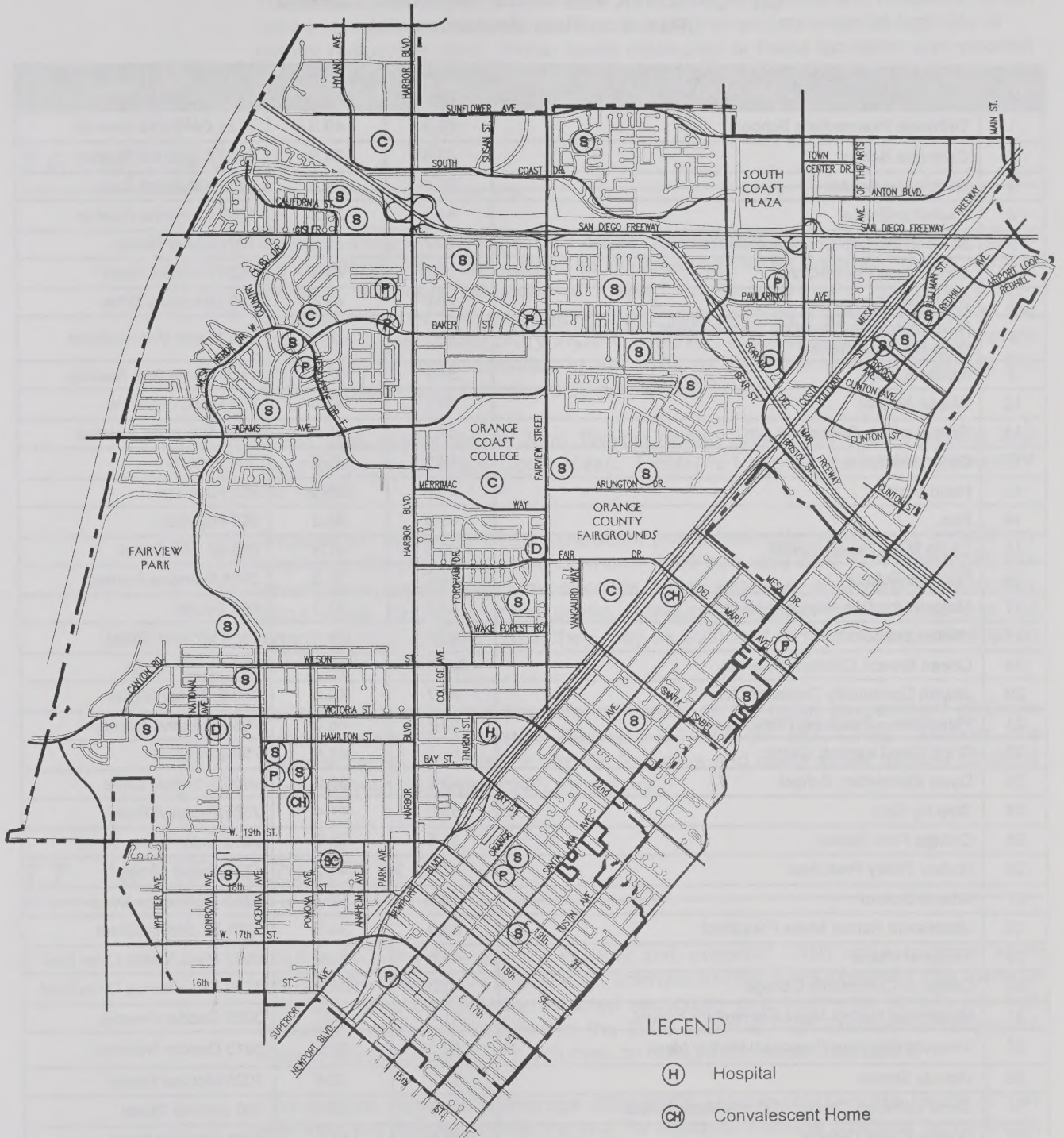
STATIONARY NOISE SOURCES

Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities is caused by delivery trucks, air compressors, generators, outdoor loudspeakers and gas venting. Other significant stationary noise sources in the City include noise from construction activity, street sweepers and gas-powered leaf blowers. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and the application of the City Noise Ordinance.

AMBIENT NOISE

In order to describe the ambient or background noise level throughout the City, several noise measurement samples were taken. The locations included a mix of public schools, preschools (childcare centers), hospitals, convalescent homes and a senior housing development. The numerous locations shown in Exhibit N-2, *Noise Sensitive Land Uses*, were distributed throughout the City in order to provide an overall understanding of the noise environment.

NOISE SENSITIVE LAND USES



LEGEND

- (H) Hospital
- (CH) Convalescent Home
- (SC) Senior Center
- (D) Day Care Centers
- (P) Preschools
- (S) Schools
- (C) Colleges



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EXHIBIT N-2

**TABLE N-6
CITY OF COSTA MESA EXISTING NOISE LEVELS
(Based on Field Measurements)**

Site	Location	Leq dBA	L ₉₀ dBA	Address
1	TeWinkle Intermediate School	50.9	40.3	3224 California Avenue
2	California School	43.6	34.5	3232 California Avenue
3	Killybrooke School	37.6	34.8	3155 Killybrook Lane
4	Paularino School	44.2	39.8	1060 Paularino Avenue
5	St. John the Baptist School/Church	55.7	48.9	1021 Baker Street
6	Costa Mesa High School	53.0	45.6	2650 Fairview Road
7	Back Bay Montessori	59.0	49.4	398 University Drive
8	N-M Alternative Education Center Monte Vista High School/ Back Bay High School	55.9	45.0	390 Monte Vista Avenue
9	Kaiser School	54.7	39.2	2130 Santa Ana Avenue
10	Wilson School	55.2	43.5	801 Wilson Avenue
11	Estancia High School	54.9	39.7	2323 Placentia Avenue
12	College Hospital	58.3	45.7	301 Victoria
13	Head Start	45.0	35.3	661 Hamilton
14	Rea	45.5	36.2	601 Hamilton
15	Costa Mesa Senior Center	49.6	41.8	695 W. 19 th Street
16	Pomona School	46.2	35.5	2051 Pomona Avenue
17	Mesa Verde Convalescent Hospital	41.2	32.3	661 Center
18	Whittier School	43.3	39.5	1500 Whittier Street
19	Ocean Breeze Children's Center	44.1	39.0	190 E. 15 th Street
20	Jewish Community Center of OC	44.7	42.5	250 E. Baker Street
21	Playmates -- Paularino Preschool	53.8	45.5	795 Paularino Avenue
22	Giant Step Learning Center	51.8	47.8	758 Saint Clair
23	Davis Elementary School	45.2	36.0	1050 Arlington Drive
24	Step By Step	53.8	47.4	2525 Fairview Road
25	College Park School	37.5	33.7	2380 Notre Dame Road
26	Harbor Trinity Preschool	47.9	44.2	1230 Baker Street
27	Adams School	43.9	37.7	2850 Clubhouse Drive
28	Montessori Harbor Mesa Preschool	43.0	34.5	1701 W. Baker Street
29	Prince of Peace	41.5	33.9	2987 Mesa Verde Drive East
30	Coastline Community College	42.2	34.3	2990 Mesa Verde Drive East
31	Montessori Harbor Mesa Elementary School	41.1	37.2	3025 Deodar Avenue
32	Vineyard Christian Preschool Harbor Mesa	42.2	38.9	3013 Deodar Avenue
33	Victoria School	52.2	40.4	1025 Victoria Street
34	Christ Lutheran Church of Costa Mesa LCMS	51.8	42.4	760 Victoria Street
35	Orange Coast College	57.4	43.2	2701 Fairview Road
36	Vanguard University of Southern California	48.2	41.4	55 Fair Drive
37	Woodland Elementary School	65.5	50.8	2025 Garden Lane
38	Sonora School	43.6	35.0	966 Sonora Road

Source: Noise monitoring survey conducted by Robert Bein, William Frost & Associates on August 13, August 16, August 17, August 26, and September 17, 1999.

The noise measurement locations also functioned as noise sensitive indicators. These noise sensitive indicators are uses, such as schools and hospitals, which have a lower tolerance for noise than do industrial and commercial activities or normal residential uses. Noise levels measured at these locations are reported in Table N-6 *Field Noise Measurements*.

7.6 KEY ISSUES

Although there are no significant broad-based noise problems in the City, there are locations which are subject to considerable noise impacts. These consist primarily of areas adjacent to major streets and John Wayne Airport. Construction noise may be experienced at various times in almost any part of the City. This is only a temporary impact, however, and the City's Noise Ordinance subjects construction activities to the limits of the noise ordinance during the more sensitive hours between 8:00 p.m. and 7:00 a.m.

Noise from operations at John Wayne Airport affects primarily industrial and commercial properties in Costa Mesa. Exhibit N-1 depicts the noise contours for the airport.

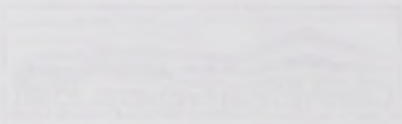
Because of the nature of the operation, police helicopter noise may impact any location in the City at any time between 10:00 a.m. and 3:00 a.m. Overflights are usually brief, lasting only a few seconds. Noise exposure of several minutes may occur when circling a crime scene. Although helicopter noise levels are not extremely high in either case, they may be sufficient to cause sleep interruption during nighttime hours.

Surface traffic noise has the greatest impact on the noise environment of Costa Mesa's residential properties. Between 55 and 60 dBA CNEL contours are common along City collector streets; freeways and major street expose adjacent areas to levels of 65dBA CNEL or greater.

7.7 NOISE CONTOURS

Exhibits N-3 and N-4 provide existing and expected 2020 noise contours along many of the City's major and primary arterials and the three freeways that traverse the City. Noise contours for selected secondary and commuter streets are also included. Tables are included in the 2000 General Plan Environmental Impact Report which indicate traffic volumes on designated street segments.

The exhibits display the average daily traffic volume (ADT) noise levels at 100 feet from the roadway centerline and the distance from the roadway centerline to the 70, 65 and 60 dBA CNEL contours.



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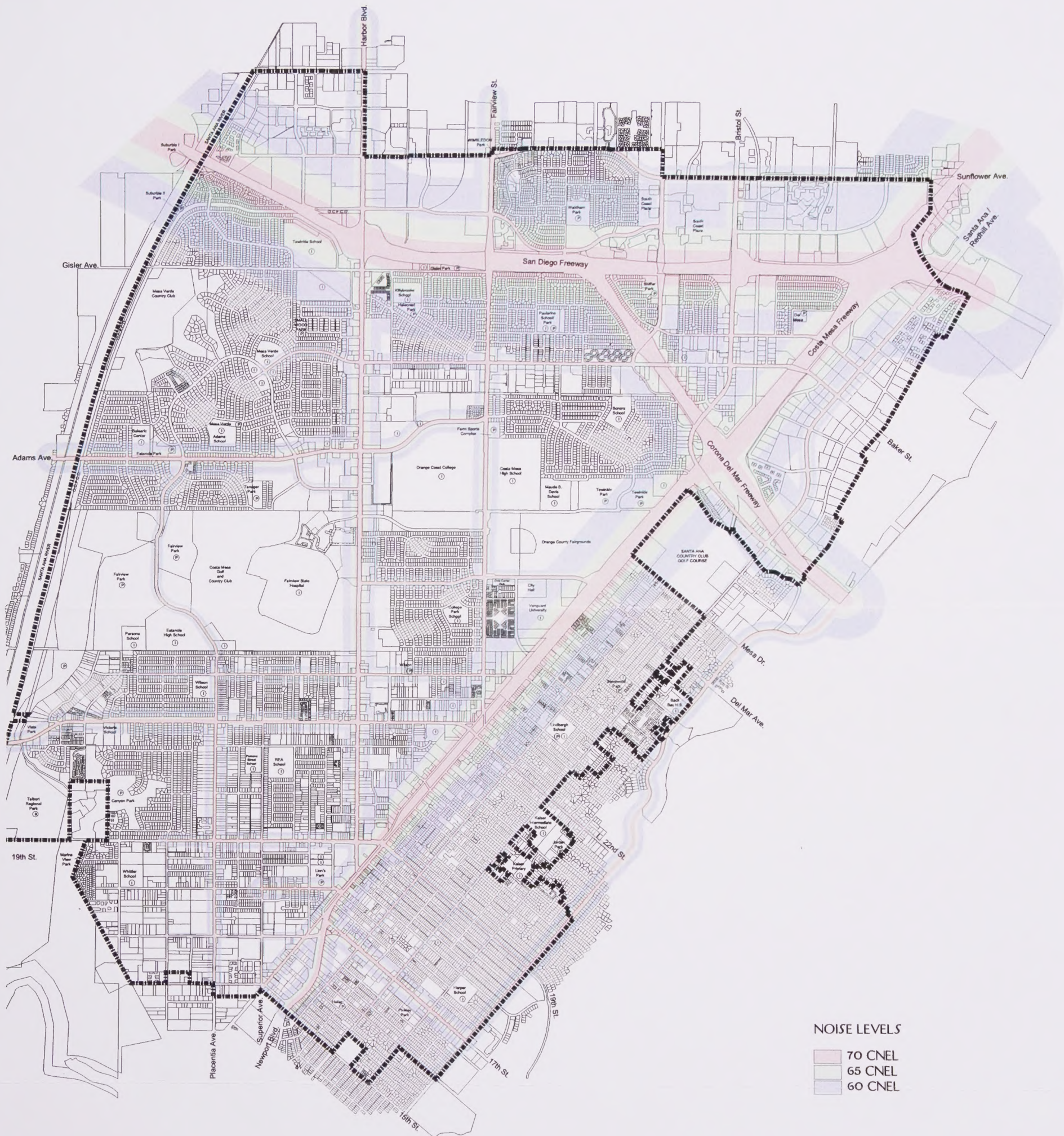
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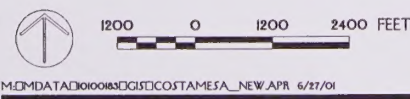
EXISTING NOISE CONTOURS (2000)



NOISE LEVELS

- 70 CNEL
- 65 CNEL
- 60 CNEL

NOTE: THE NOISE CONTOURS SHOWN ON THIS MAP REFLECTS TRAFFIC NOISE ONLY. THE TRAFFIC VOLUMES ARE BASED UPON THE ADT'S SHOWN IN THE COSTA MESA GENERAL PLAN TRAFFIC ANALYSIS, PREPARED BY AUSTIN-FOUST ASSOCIATES, DATED MAY 21, 2001.



7.8 DESCRIPTION OF NOISE PLAN

TYPICAL NOISE ATTENUATION TECHNIQUES

Noise impacts can be mitigated in three basic ways: by reducing the sound level of the noise generator, by increasing the distance between the source and receiver, and by insulating the receiver.

Noise reduction can be accomplished by placement of walls, landscaped berms, or a combination of the two, between the noise source and the receiver. Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square-foot of surface area which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise.

In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective. None of these measures, however, can realize their full potential unless care is taken in actual construction: doors and windows fitted properly; openings sealed; joints caulked; plumbing adequately insulated from structural members.

And, of course, sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. The chain of design, construction and operation is only as effective as its weakest link.

Noise impacts can be reduced by insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and carehomes and some types of commercial activities. But perhaps a more efficient approach involves limiting the level of noise generation at the source. State and Federal statutes have largely preempted local control over vehicular noise emissions but commercial and industrial operations and certain residential activities provide opportunities for local government to assist in noise abatement. Local ordinances may establish maximum levels for noise generated on-site. This usually takes the form of limiting the level of noise permitted to leave the property where it may impact other uses.

Although vehicular noise emissions standards are established at the State and Federal levels, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help to minimize this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian) and restrictions on truck traffic.

Noise reduction through reduction of traffic volumes can also be accomplished with incentive programs for use of public transit facilities and high-occupancy vehicles, staggering of work hours and land use controls. Vehicle trips can be

turned into pedestrian trips with integration of housing and employment into the same project or area, construction of high-density, affordable housing in proximity to employment, shopping and public transit facilities and other techniques.

7.9 GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies that address noise hazards and conditions are as follows:

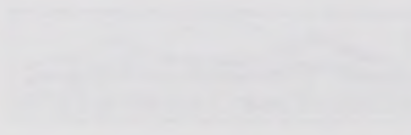
GOAL N-1: NOISE HAZARDS AND CONDITIONS

It is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from noise hazards and to work towards improved noise abatement.

Objective N-1A. Control noise levels within the City for the protection of residential areas and other sensitive land uses from excessive and unhealthy noise.

- N-1A.1 Require, as a part of the environmental review process, that full consideration be given to the existing and projected noise environment.
- N-1A.2 The maximum acceptable exterior noise levels for residential areas is 65 CNEL.
- N-1A.3 Give full consideration to the existing and projected noise environment when considering alterations to the City's circulation system and Master Plan of Highways.
- N-1A.4 Encourage Caltrans to construct noise attenuation barriers along State freeways and highways adjoining residential and other noise sensitive areas.
- N-1A.5 Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance.
- N-1A.6 Apply the standards contained in Title 24 of the California Code of Regulations as applicable to the construction of all new dwelling units.
- N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed.

- N-1A.8 Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures.



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CHAPTER 8

SAFETY ELEMENT



CHAPTER 8

SAFETY ELEMENT

The Safety Element is a guide for the City Council, government agencies, and individuals to identify and understand potential hazards confronting Costa Mesa. The Element examines natural and man-made hazards that could endanger the public safety and welfare. These concerns are subsequently incorporated into goals, objectives, policies and implementation measures to reduce the impacts of hazards.

8.1 PURPOSE

The Safety Element helps protect the community from natural and man-made hazards. Natural hazards include flooding, earthquakes, ground rupture and liquefaction. Man-made hazards can result from hazardous and toxic materials, fires, and crime. Ultimately, the Safety Element aims at reducing death, injuries, property damage, and economic and social dislocation resulting from these hazards.

The Safety Element will focus on the following five topics:

- ◆ Geology;
- ◆ Hydrology/Drainage;
- ◆ Fire Protection;
- ◆ Police Protection; and
- ◆ Hazardous Materials.

The Safety Element follows guidelines in the State Government Code, Sections 65302(g) and 65302.5, as well as Public Resources Code Sections 4102, 4125, 4128.5 and 2699.

8.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Safety Element is one of ten elements included in the Costa Mesa 2000 General Plan. The policies of the Safety Element are directly related to the policies in the Land Use, Urban Design and Housing elements. The goals,

objectives and policies of the Safety Element shall be consistent with all other elements of the Costa Mesa 2000 General Plan.

8.3 SUMMARY OF EXISTING CONDITIONS

GEOLOGY

GEOLOGIC STRUCTURE

Costa Mesa lies adjacent to the Downey and Tustin portion of the Coastal Plain, where sedimentary and volcanic rocks in the subsurface attain great thickness. These deposits are composed mainly of volcanic, marine and nonmarine sedimentary rocks overlying a basement complex of granitic and metamorphic rock. The plain is immediately underlain by a thick sequence of alluvial sediments, which overlie the older sedimentary and volcanic rocks.

The main development of Costa Mesa is primarily on an uplifted mesa (Newport Mesa) bounded on the west, south, and east by steep cliffs (refer to Exhibit SAF-1, *Geologic Map*). Newport Mesa slopes gently northward from an elevation of 80 to 110 feet above sea level at the southern crest of the mesa to less than 40 feet above sea level at the northern boundary of the City. Approximately 80 percent of the City is located on this mesa.

Newport Mesa is the most southerly of a series of discontinuous low hills and plains that extend along the Newport-Inglewood structural zone from the Santa Monica Mountains southeast to Newport Beach. These topographic features are inferred from both the physiographic and stratigraphic evidence to be essentially contemporaneous segments of the Sangamon Age (120,000 years Before Present) deformed lower terrace of the Palos Verdes Hills.

SOILS

Soils within Costa Mesa are variable, ranging from a predominance of clay with some silty sand in the northern half of the City to a predominance of silty sand with some sand and clay in the southern half (refer to Exhibit SAF-2, *Soil Types*). These generalized units were derived from a more detailed soils map contained in the soil survey of Orange County.

MINERAL RESOURCES

Oil

Portions of Costa Mesa overlay the West Newport Oil Field, which is south of 17th Street between Pomona and Westminster Avenues, and the West Newport Oil Field, which is west of Whittier Avenue, south of Victoria Street (refer to Exhibit SAF-1, *Geologic Map*).

Currently the only active oil wells in Costa Mesa operate in the West Newport Field west of Whittier Avenue between 17th and 19th Streets.¹ These wells produce a relatively low quality crude oil and remained in operation through the mid-1990s.

¹ Per telephone conversation with Floyd Leeson at the California Division of Oil and Gas on May 8, 2000.

GEOLOGICAL MAP



GEOLOGIC UNITS

- Qac** ALLUVIAL AND COLLUVIAL MATERIAL, INCLUDING OLDER ALLUVIUM AND SLOPE WASH. PRIMARILY GRAVEL, SAND AND SILT.
- Qsp** SAN PEDRO FORMATION - MARINE SILTSTONE AND PEBBLE CONGLOMERATE.
- Qac/Qtm** THIN DEPOSITS OF ALLUVIAL AND COLLUVIAL MATERIAL OVERLYING MARINE TERRACE DEPOSITS CONSISTING OF GRAVEL, SAND AND SILT. POORLY TO MODERATELY CONSOLIDATED.
- Tin** NIGUEL FORMATION - MARINE SANDSTONE WITH INTERBEDDED SILTSTONE AND BASAL CONGLOMERATE.
- Tcs** CAPISTRANO FORMATION - MARINE SILTSTONE AND MUDSTONE.
- Tm** MONTEREY FORMATION - MARINE SHALE, SILTSTONE, SANDSTONE AND LIMESTONE.

--- LOCATION OF BURIED TRACES OF THE NEWPORT - INGLEWOOD STRUCTURAL ZONE.

■ LOCATION OF OIL DEPOSITS.



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EXHIBIT SAF-1

Peat Deposits

Peat deposits are located adjacent to the Santa Ana River and in the vicinity of Upper Newport Bay (refer to Exhibit SAF-2, *Soil Types*). The size of the deposits in Costa Mesa is not sufficient to justify extraction. However, peat does provide an unstable base for construction and must be removed prior to development.

SEISMICITY

Earthquake Faults

Four major faults or zones present a seismic hazard for Costa Mesa: Newport-Inglewood structural zone; Whittier fault zone; San Andreas fault zone; and San Jacinto fault zone. Other faults with lesser seismic hazard include the El Modeno, Norwalk, Palos Verdes, 4-S Ranch and Aliso faults (refer to Exhibit SAF-3, *Regional Fault Map*).

The intensity of earthquakes is measured, or expressed, in terms of two scales. One, the Richter Scale, measures the strength of an earthquake, or the strain energy released, as determined by seismographic observations. The second, the Mercalli Intensity Scale, describes the intensity in terms of observable impacts. Both measurement systems are referenced in the following discussions.

Newport-Inglewood Structural Zone. The Newport-Inglewood structural zone consists of northwesterly trending folded hills and echelon faults extending over 40 miles from the Santa Monica Mountains to Newport Beach where it projects offshore for an unknown distance. The zone is seismically active with numerous recorded earthquakes. The largest and most completely documented was the Long Beach earthquake of 1933 (6.3M), which resulted in strong shaking in Costa Mesa as well as in other portions of southern California.

The Newport-Inglewood structural zone is approximately 3.5 miles wide within Costa Mesa. Five northwest trending traces (refer to Exhibit SAF-3, *Regional Fault Map*) have been projected through the City based primarily on subsurface data. The main trace, classified on the basis of seismic activity, lies 0.3 miles south of the City limits.

Whittier Fault Zone. The Whittier fault extends over 20 miles from the Whittier Narrows near Whittier, southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore fault. Collectively, these two faults combined with smaller faults are known as the Whittier-Elsinore fault zone. The nearest approach to the City of Costa Mesa is approximately 15 miles to the northeast.

No major or moderate size earthquakes have occurred along the Whittier fault in historic time; however, microseismic data show clustering of events along its trace demonstrating that it is seismically active. On October 1, 1987, an earthquake seriously impacted the Whittier area, but did not occur on the Whittier Fault. The 5.9 magnitude earthquake occurred along a previously unidentified fault located in Los Angeles. The fault has since been named the Elysian Hills Fault. On October 4, 1987, a 5.3 magnitude aftershock again shook Whittier.

On February 19, 1988, a second major aftershock (5.0 magnitude) shook Whittier.

SOIL TYPES



SOIL UNITS

PT	Peat
CL	Clay
SM-ML	Silty sand to sandy silt
SP-SM	Sand to silty sand
SM	Silty sand

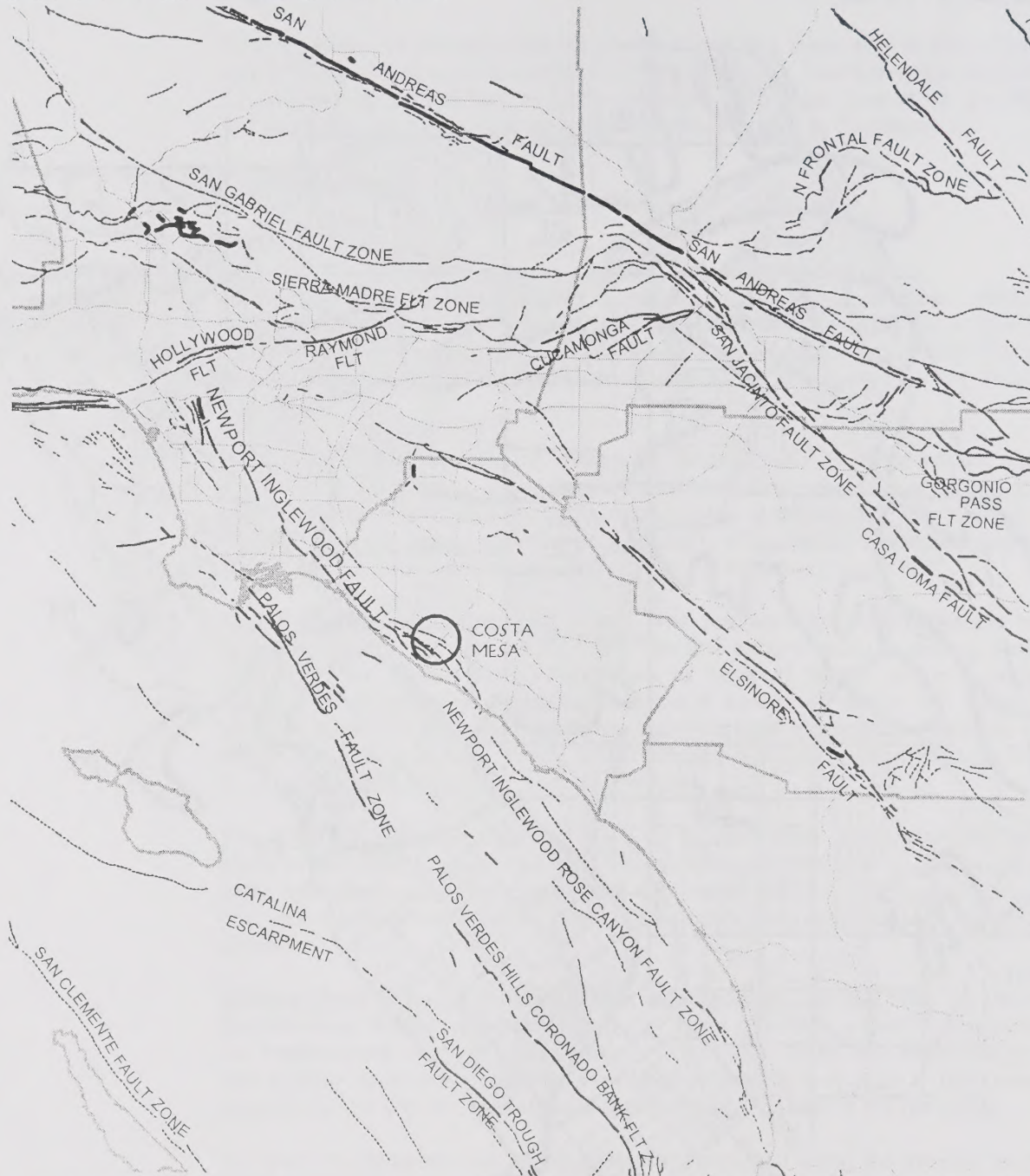


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EXHIBIT SAF-2

REGIONAL FAULT MAP



Costa Mesa City Boundary
Roads
County Boundary

- Quaternary fault (age undifferentiated). Most faults of this category show displacement sometime during the past 1.6 million years.
- Late Quaternary fault displacement (during the last 700,000 years)
- Holocene fault displacement (during past 10,000 years)
- Faults along which historic (last 200 years) displacement has occurred and is associated with one or more of the following:
 - a) a recorded earthquake with surface rupture.
 - b) fault creep slippage - slow ground displacement usually without accompanying earthquakes.
 - c) displaced survey lines



N.T.S.

Source: Department of Conservation; Division of Mines and Geology; Fault Activity Map of California and Adjacent Areas with Locations and Ages of Recent Volcanic Eruptions; 1994. Compilation and Interpretation by: Charles W. Jennings; with assistance from: George J. Saucedo. Most of the data shown on this map were compiled from 1989 to 1992. A Preliminary version was released in 1992. Additional data were added and revisions made in 1993 and 1994; this map supersedes the 1992 version. This compilation was completed before the preliminary Earthquake Fault Zones Maps of 1994 were completed so there may be minor differences.

Caution: This fault map and accompanying report are for use as a guide only and should not be used to replace site specific evaluation.

San Andreas Fault Zone. The San Andreas is the best known of all California faults due mainly to its known historic seismic activity and destructive capabilities. The center section of the fault ruptured the ground surface in the 1857 Fort Tejon earthquake ($8.3 \pm M$ estimated), causing considerable damage from ground shaking over thousands of square miles. Its closest approach to Costa Mesa is 48 miles, lying on the northeastern flank of the San Bernardino Mountains.

San Jacinto Fault Zone. The San Jacinto fault zone extends over 180 miles from its junction with the San Andreas fault southeast of Palmdale to the Colorado River delta. The closest approach of this fault to Costa Mesa is 44 miles. Several damaging historic events have occurred along the San Jacinto fault, the most notable being the Imperial County earthquake of 1940, which generated surface faulting. Although the San Jacinto fault zone is slightly closer to Costa Mesa, the potential levels of ground shaking from the San Andreas fault are higher because of its larger maximum credible earthquake.

Seismic Hazard Map Act

The Seismic Hazard Map Act was passed by the Legislature in 1990 following the Loma Prieta earthquake in an effort to further identify and mitigate seismic hazards associated with shaking, liquefaction and slope instability throughout the State of California. Generally, the zone includes the same portions of the City that are also included in the Federal Flood Hazard Zone.

GROUND SHAKING

The effects of seismically induced ground shaking are probably the most critical potential seismic hazards to the City of Costa Mesa. The severity of ground shaking at any particular site depends primarily upon the magnitude of the earthquake, the location of the causative fault with respect to the site, and soil and/or rock conditions at the site.

The effects of ground shaking in Costa Mesa will vary considerably depending on the distance of the seismic source to the City and the duration of strong vibratory motion. Ground shaking from distant seismic events (greater than 40 miles), will be of a different nature than events within 10 miles of Costa Mesa. For more distant, large (greater than 7.5M) events such as those that occur on the San Andreas fault, the ground shaking will reflect a predominance of long period waves. This will have minimal effects upon structures less than three stories in height, but will affect flexible structures (typically high-rise buildings, greater than three stories), especially if the natural period of the building should coincide with that of the long period earthquake waves. The resultant amplifications of motions could result in serious damage to high-rise structures. Short period waves, however, are generally very destructive near the epicenter of moderate- and large-magnitude seismic events, causing severe damage predominately to low-rise rigid structures (less than three stories) not specifically designed to resist them.

The duration of strong ground motion is a function of magnitude and distance from the causative fault. It is probably the single most important factor in producing excessive damage to structures. Long duration, reasonably high acceleration, and considerable amplitudes, as would occur from a maximum seismic event on the Newport-Inglewood structural zone, are the combination which would do the most damage to buildings. A distant maximum seismic event on the San Andreas fault would produce less intensity of shaking; however, duration of strong ground motion

would be longer resulting in a high potential for damage to high-rise flexible structures.

GROUND FAILURE

Seismically induced ground failure as discussed in this section includes liquefaction, differential compaction, ground lurching, ground cracking, and earthquake induced slope failures.

Liquefaction

Liquefaction of surface or subsurface materials is the result of strong ground shaking of water-saturated, loose to moderately dense sand and silty sand. It is defined as the transformation of a granular material from a solid state into a liquefied state as a consequence of increased pore water pressure that occurs during an earthquake. Liquefaction can result in shifting of foundations, settling of roadways, and rupture of underground pipelines and cables. Buildings and other objects on the ground surface can settle, tilt, and collapse as the foundations beneath them lose support, and lightweight buried structures may float to the surface. Four types of general failure commonly result from liquefaction: lateral spreading, flow failure, ground oscillation and loss of bearing strength.

Even though Costa Mesa has been subjected to strong ground shaking in the past (e.g., the 1933 Long Beach earthquake), available historic records fail to confirm an instance of liquefaction. However, instances of liquefaction have been reported in the nearby cities of Huntington Beach and Newport Beach. The potential exists for liquefaction in localized sections within the northwest and western portions of the City (refer to Exhibit SAF-4, *Liquefaction*).

Differential Compaction or Settlement

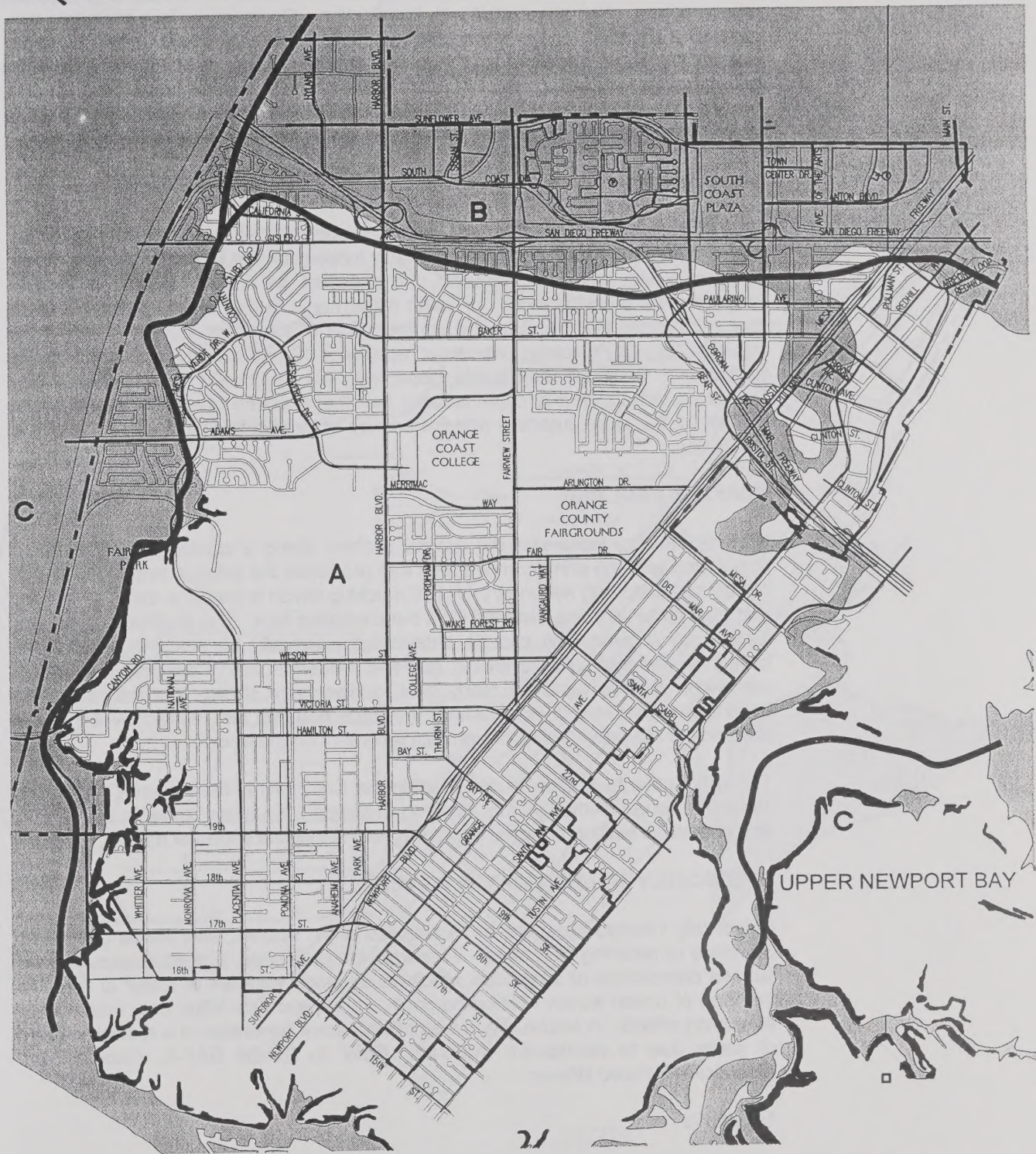
Differential ground settlement resulting from earthquake ground shaking is potentially damaging to structures and buried utilities and services. Differential settlement may occur in cohesionless sediments where differences in densities in adjacent materials lead to different degrees of compaction during ground shaking. In the case of saturated cohesionless sediments, post earthquake settlement may occur when excess pore-water pressures generated by the earthquake dissipate. For soft saturated cohesive soils such as the known peat deposits within Costa Mesa, post earthquake differential settlement may also occur (refer to Exhibit SAF-2, *Soil Types*). Whereas differential settlement is a potential hazard in Costa Mesa, the significance of the hazard at any particular site may only be determined by soils investigations.

Ground Cracking, Ground Lurching, and Lateral Spreading

Both ground lurching and cracking are secondary features resulting from strong to moderately strong ground shaking and may be associated with liquefaction. Ground cracking usually occurs in near-surface materials, reflecting differential compaction or liquefaction of underlying materials. The potential for ground cracking exists especially in those areas of the City which have a moderate to high potential for liquefaction and in regions on known peat deposits.

Ground lurching results when soft, water-saturated surface soils are thrown into undulatory motion. Areas within Costa Mesa occur in those regions indicated on Exhibit SAF-4, *Liquefaction*, that have a high potential for liquefaction.

LIQUEFACTION



LIQUEFACTION POTENTIAL

- A Low
- B Moderate
- C High



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EXHIBIT SAF-4

Lateral spreading (a form of landsliding) is referred to as limited displacement ground failure, often associated with liquefaction. Compact surface materials may slide on a liquefied, or low shear strength layer at shallow depth, moving laterally several feet down slopes of less than two degrees. Lack of adequate subsurface data prohibits delineating areas in Costa Mesa prone to shallow landsliding. Such a hazard may be present where conditions conducive to shallow liquefaction exist or where soils exist along the bluffs adjacent to the Santa Ana River or Newport Bay.

Slope Stability

Seismically related slope stability problems include landslides, rockfalls, mudslides, and avalanches. Since the City is primarily located on flat to gently sloping terrain (generally less than one percent), the potential for these hazards is remote. However, the potential exists for earth movements during strong ground shaking along the bluffs that surround the southern half of the City. In recognition of this potential, the City's zoning ordinance requires a 10-foot building setback from the bluff crest. Buildings may locate closer with the approval of a Conditional Use Permit provided that it is demonstrated that the structure does not endanger the stability of the slope, interfere with fire access or detract from the visual integrity of the slopes.

SURFACE FAULTING

Surface faulting, rupture of the ground surface along a causative fault trace, is associated with the primary movement that produced the seismic event and should not be confused with secondary ground cracking which is simply a result of shaking and may occur at some distance from the causative fault. The likelihood of surface rupture on a given fault can be determined principally by studying the seismic history of the fault and reviewing geologic evidence which suggests historic or prehistoric surface rupture. Many past studies have shown that future surface faulting is most likely to occur where the trace ruptured last, especially if there is evidence of repeated and significant displacement on the trace.

The only active fault zone to occur within the City limits is the Newport-Inglewood structural zone. Although the Newport-Inglewood structural zone is seismically active, surface faulting does not appear to be a significant potential hazard.

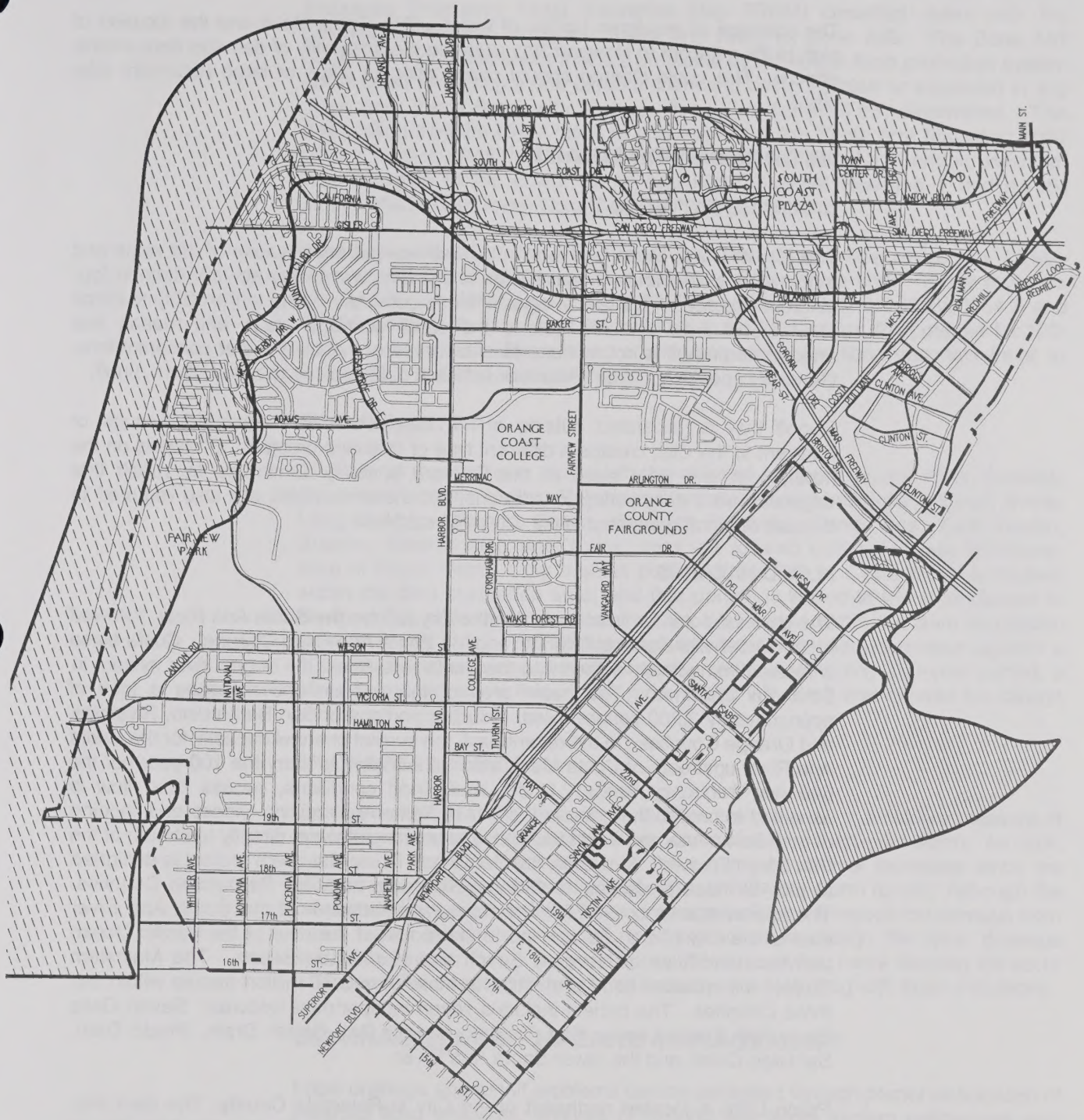
SEISMICALLY INDUCED WATER WAVES

Seismically induced water waves include tsunamis, seiches, and waves generated by failure of retaining structures. Tsunamis are generated by earthquake-induced subsea dislocations or landslides which cause large volumes of water to move in the form of ocean waves. Coastline configuration and tidal influx may cause local amplifying effects. A seiche is a low amplitude wave generated in a restricted body of water due to earthquake motions. Refer to Exhibit SAF-5, *Flooding and Seismically Induced Waves*.

Tsunamis

Costa Mesa is three-quarters of a mile inland from the ocean at elevations between approximately 30 to 100 feet above sea level. The southern portion of the City resides on 100-foot bluffs overlooking the City of Newport Beach. The potential for tsunami effects within most of the City is negligible. However, within areas of the Santa Ana River Channel, where low elevations occur, the potential exists for tsunami effects.

FLOODING AND SEISMICALLY INDUCED WAVES



LEGEND

-  Area of potential flooding from failure of Prado, Santiago or Villa Park Dams
-  Area of very-low potential flooding from Seiche or Tsunami



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EXHIBIT SAF-5

Seiches

The absence of any large bodies of water within Costa Mesa and the location of high bluffs adjacent to Newport Bay preclude the possibility of damage from seiche effects. This could change should construction of lakes or large reservoirs take place.

HYDROLOGY/DRAINAGE

DRAINAGE PATTERNS

The City of Costa Mesa is unique in its drainage pattern because of the slope and topography of the land. In two places in the City, water may actually drain in four different directions. The advantages of these conditions relate to the ability to install short storm drain systems due to the small drainage areas and means that uncontrolled runoff is not as hazardous because of the lower water concentrations. Generally speaking, Costa Mesa has sufficient natural slope to assist storm runoff.

Runoff that is generated outside of the City, which is transported through or adjacent to the City, creates a different type of drainage problem. Channels on the north, east and west sides of the City are primarily dominated by runoff that originates from neighboring jurisdictions, but these channels are also required to dispose of runoff generated in the City of Costa Mesa.

FLOOD HAZARDS

The greatest potential flood hazard in the City is from the Santa Ana River, followed by the Greenville-Banning Channel and the Santa Ana-Delhi Channel. Costa Mesa is located immediately adjacent to the Santa Ana River, the largest river system in Southern California. The basin area of this system encompasses a total of approximately 3,200 square miles, including portions of San Bernardino, Riverside and Orange Counties. In the recent past, the current channel capacity for the Santa Ana River upstream of Costa Mesa was not sufficient to carry the 100-year nor the 500-year frequency floods. Under such flood conditions, excess flood flow is expected to breach the levee in the City of Santa Ana causing widespread flooding of both Santa Ana and Costa Mesa due to ponding of water directly upstream of the San Diego Freeway. However, the Santa Ana River Mainstem project is designed to provide flood protection to Orange, Riverside and San Bernardino Counties. The improvements cover 75 miles from the headwater of the Santa Ana River east of the City of San Bernardino to the mouth of the river at the Pacific Ocean between the Cities of Newport Beach and Huntington Beach. The Mainstem Project will increase flood protection to more than 3.35 million people within the three Counties. The project includes seven independent features: Seven Oaks Dam, Mill Creek Levee, San Timoteo Creek, Oak Street Drain, Prado Dam, Santiago Creek and the lower Santa Ana River.

Prado Dam is located northeast of the City in Riverside County. The dam was designed in the 1930s, but has recently increased its functioning capability due to the Seven Oaks Dam, which was completed in November 1999 and is located approximately 40 miles upstream on the Santa Ana River. During a flood, Seven Oaks Dam will store water destined for Prado Dam for as long as the reservoir pool at Prado Dam is rising. When the flood threat at Prado Dam has passed, Seven Oaks Dam will begin to release its stored flood water at a rate that does not exceed the downstream channel capacity. Working in tandem, the Prado and Seven Oaks Dams provide increased flood protection to Orange County.

In April 1996, the Federal Emergency Management Agency (FEMA) National Flood Insurance Program's Flood Insurance Map (FIRM) classified areas with the potential for flooding along the Santa Ana River as Zone A99. The Zone A99 designation identifies areas that are protected by a Federal flood protection system constructed as having a one percent chance of being equaled or exceeded in any given year (base flood) with no base flood elevations (BFEs) determined. This designation was the direct result of construction of the Santa Ana Mainstem flood control project, which included two critical features: channel and bridge widening; channelization of the Lower Santa Ana River Channel Reaches 1 and 4; and construction of the Seven Oaks Dam.

As of June 14, 2000, the FIRM maps for Costa Mesa were revised by FEMA, removing the Zone A99 designation within the Costa Mesa area. These revisions are reflected on FIRM panels 06059C0037 F, 06056C0046 F, 06056C0054 F and 06056C0038 F. As a result of the revisions to the FIRM maps, the potential for 100-year floods in Costa Mesa lies predominately within the flood channels (refer to Exhibit SAF-6, *Flood Hazard Area*).

DAM INUNDATION

The City of Costa Mesa, along with the cities of Anaheim, Buena Park, Cerritos, Cypress, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, Long Beach, Newport Beach, Orange, Placentia, Santa Ana, Seal Beach, Stanton, Westminster, and Yorba Linda are located within the dam inundation area of Prado Dam. Only a small portion of the City of Costa Mesa is located within the dam inundation area, and that portion is limited to the area closest to Newport Bay. No other areas of the City are located within the dam inundation area of Prado Dam. The Prado Dam has been designed to protect against a 100-year flood (or a one percent chance event). During any 100-year period, a 39 percent risk² exists that one or more floods will occur that exceed the design level.³

DRAINAGE FACILITIES

Existing and proposed local drainage facilities are designed to provide a measure of control for storm water generated within Costa Mesa for a ten-year storm. As such, the level of protection decreases as the recurrence interval increases since the facilities are capable of handling of 25-year or 100-year storm runoff. Although the proposed improvements to the City's drainage facilities will reduce the damage from these higher than design storms, it is impractical to design the local drainage system for greater than a ten-year storm. Because of this, minor flooding will occur when local flows exceed the system's capacity or if inlets plug with trash and debris.

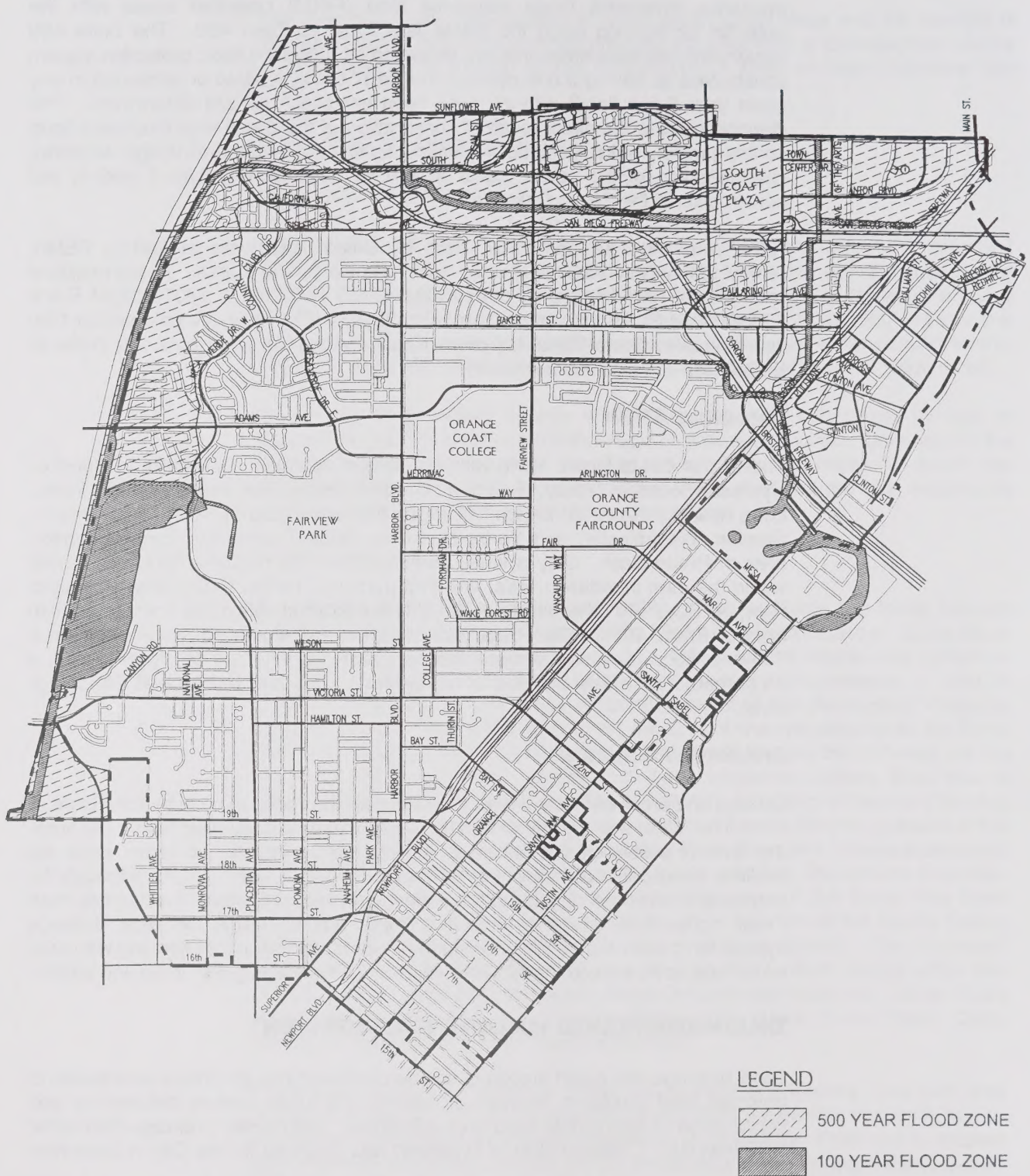
DRAINAGE/FLOOD HAZARD MANAGEMENT

Local drainage and runoff problems can be controlled through proper anticipation of potential flood problems, analysis of existing and future system deficiencies and construction of appropriate flood control facilities. The Master Drainage Plan (refer to Exhibit SAF-7, *Master Plan of Drainage*) was prepared for the City in December

² Risk expresses the likelihood (percent chance) that one or more floods may exceed the design flow within a specified number of years.

³ Source: Table 7-41, Flood Risk Analysis, *Santa Ana River Project – Phase II GDM, Volume 7, Hydrology*.

FLOOD HAZARD AREA



SOURCE: FLOOD INSURANCE RATE MAP, PANEL 37 OF B1, MAP # 06059C0037 F, JUN 14, 2000
 PANEL 38 OF B1, MAP # 06059C0038 F, JUN 14, 2000
 PANEL 46 OF B1, MAP # 06059C0046 F, JUN 14, 2000
 PANEL 54 OF B1, MAP # 06059C0054 F, JUN 14, 2000
 PANEL 47 OF B1, MAP # 06059C0047 E, SEPT. 15, 1989
 PANEL 55 OF B1, MAP # 06059C0055 F, SEPT. 15, 1989

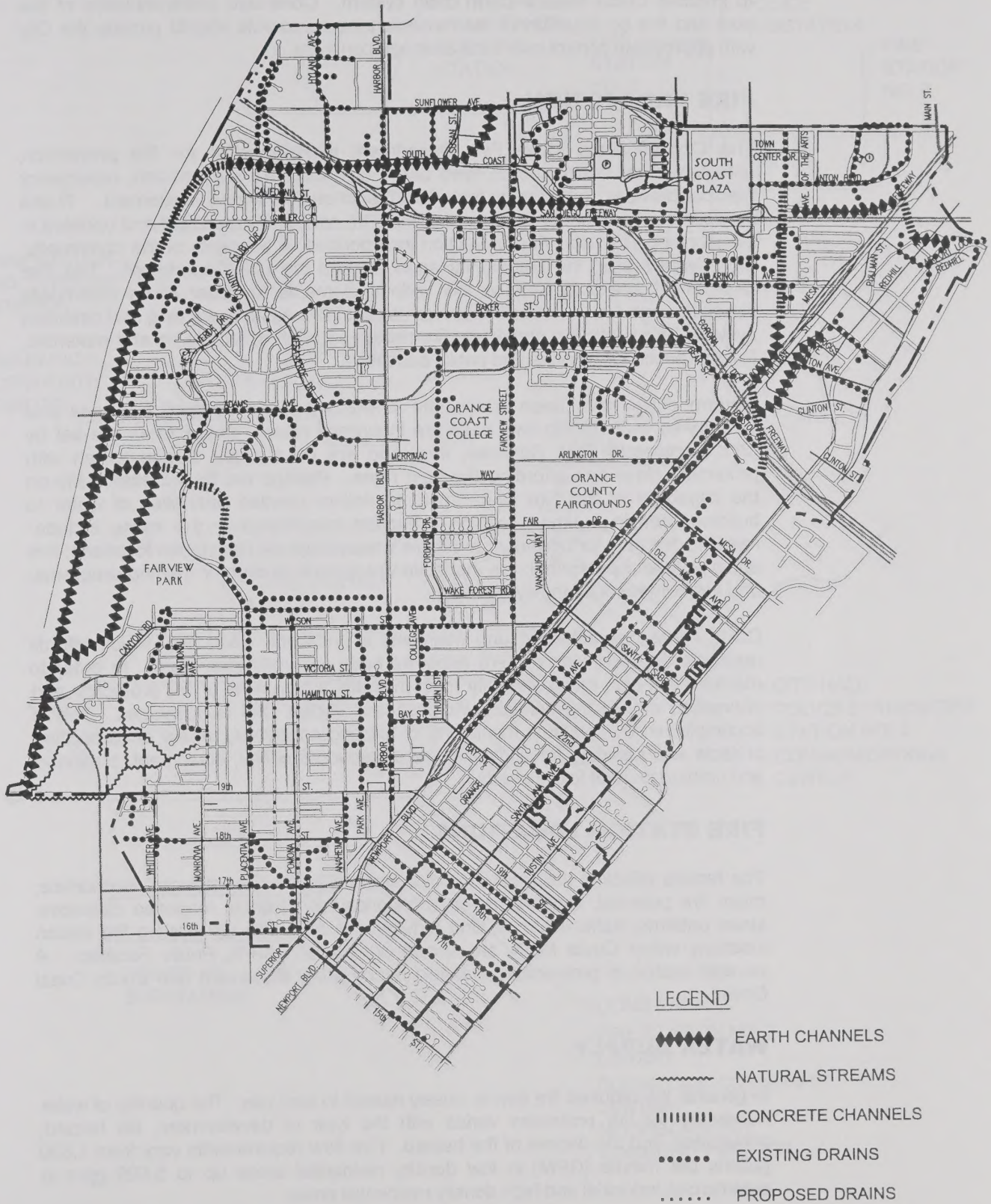


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EXHIBIT SAF-6

MASTER PLAN OF DRAINAGE



LEGEND

- ◆◆◆◆ EARTH CHANNELS
- ~~~~~ NATURAL STREAMS
- CONCRETE CHANNELS
- EXISTING DRAINS
- PROPOSED DRAINS



SCALE: 1"=4500' Source: City of Costa Mesa Master Drainage Plan, December 1997

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EXHIBIT SAF-7

1969, and is updated periodically. This plan delineates numerous specific projects to improve Costa Mesa's storm drain system. Continued implementation of this plan and the construction of the remaining improvements should provide the City with appropriate control over local drainage concerns.

FIRE PROTECTION

The City of Costa Mesa Fire Department is responsible for fire prevention, enforcement of fire protection laws and ordinances, fire suppression, emergency medical services, hazardous materials response and weed abatement. These services are considered essential and must be continually reviewed and updated in the planning process. Fire protection incorporates all elements of the community, the private sector, the community agencies and the Fire Department. The Fire Department seeks to balance the various elements to better serve community needs through the use of built-in fire protection such as early warning and detection systems, automatic fire sprinklers, fire resistive design of structures and materials, fire prevention inspections and public education.

Modern cities have been successful in attracting and keeping business and industry by maintaining low, base fire insurance rates. These rates are set by ISO Commercial Risk Services, Inc., and are on a scale of one to ten with protection class one affording the best rates. Ratings are based essentially on the capability of the Fire Department to deliver needed quantities of water to building fires in a timely fashion. Factors considered in the rating include: required fire flow for buildings; available water supplies; fire station locations; fire equipment and personnel; fire inspection programs; firefighter training programs; and fire communications systems.

Costa Mesa has achieved and maintains a protection class two, which affords residents and business owners excellent base fire insurance rates. In order to maintain this high rating, the City must maintain a high level of fire protection and prevention as building densities increase and vacant land is developed. This is accomplished by continual monitoring of existing conditions, review of all building projects and planning for additional fire protection facilities, equipment, personnel and training to meet future needs.

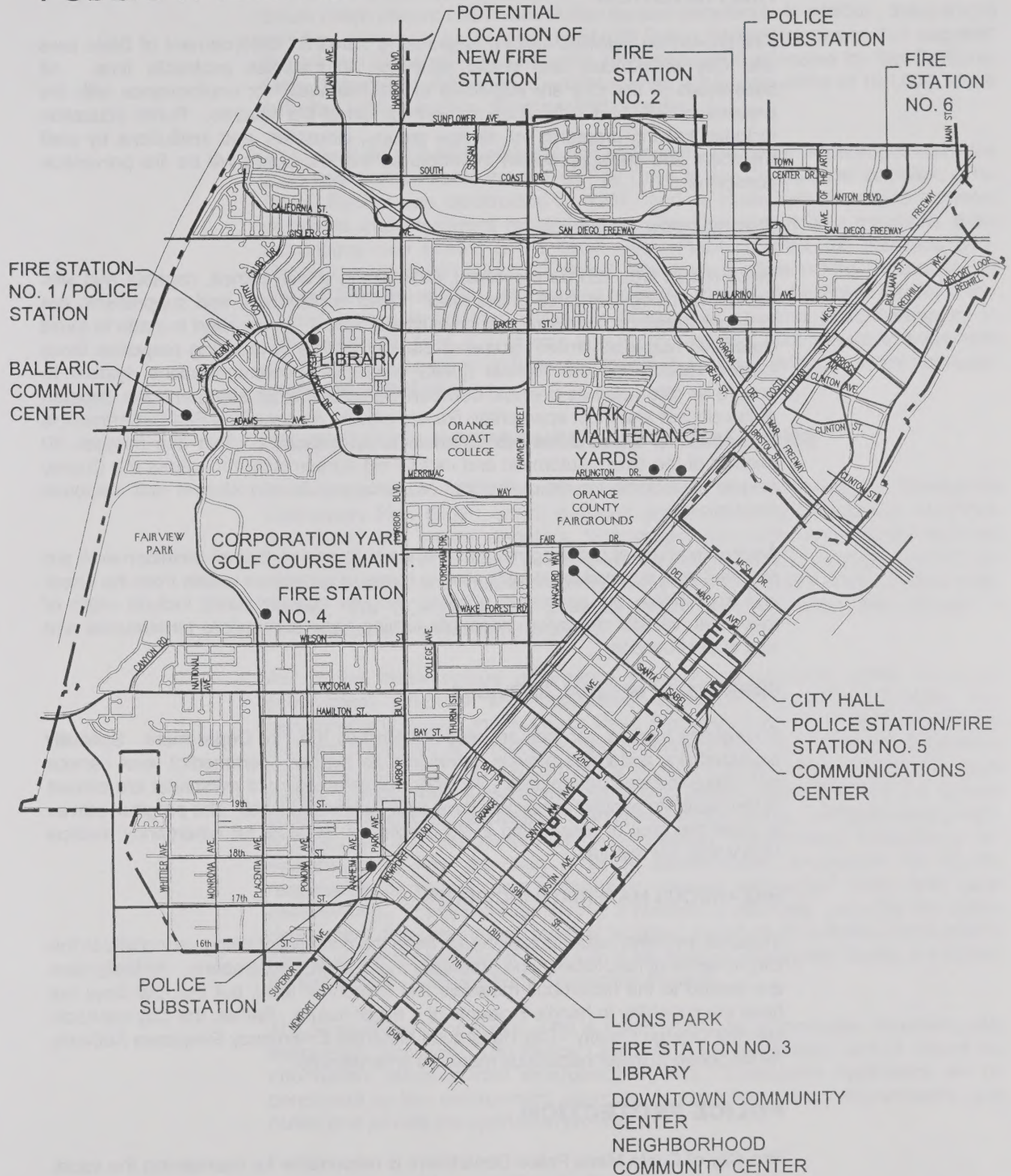
FIRE STATION LOCATIONS

The factors affecting the location of fire stations in the City include: economics; major fire potential; high life hazards; historical significance; response distances; street patterns; traffic volumes; and required fire flow. The six existing fire station locations within Costa Mesa are shown on Exhibit SAF-8, *Public Facilities*. A seventh station is preliminarily planned near Harbor Boulevard and South Coast Drive.

WATER SUPPLY

In general, the required fire flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Fire flow requirements vary from 1,500 gallons per minute (GPM) in low density residential areas up to 5,500 gpm in commercial, industrial and high density residential areas.

PUBLIC FACILITIES



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EXHIBIT SAF-8

FIRE PREVENTION

Fire prevention activities include engineering research, enforcement of State laws and City ordinances, and public education to minimize avoidable fires. All businesses in the City are inspected at least annually for conformance with fire prevention laws and ordinances and elimination of fire hazards. Public education includes training programs for all age groups, industries, and institutions by staff members and fire suppression members so that the public will be fire prevention conscious.

FIRE SUPPRESSION

Since not all fires can be prevented, maintaining a well trained, capable and well equipped fire fighting force is essential. Quick containment and suppression are key considerations, therefore, response time is critical. Every effort is made to avoid excessive response times. Some of the key factors in reducing response times include maintaining the highest quality emergency communications system to ensure as little delay as possible between the receipt of an alarm and the dispatch of the closest and most appropriate fire apparatus. A goal of the Fire Department is to respond to fire and emergency medical emergencies within five minutes 80 percent of the time. Automatic and mutual aid agreements throughout the County assure assistance for major incident resource needs and closest unit response service.

Another method of reducing response times is to ensure that all developments are provided with appropriate identification in terms of addresses visible from the street and appropriate fire apparatus access. Access considerations include width of roadways, vertical clearance, adequate turning radii, appropriate turnarounds and lack of obstructions.

EMERGENCY MEDICAL SERVICES

Emergency medical services are also provided by the Fire Department. Specially equipped fire apparatus provide advanced life support (paramedic) level service with State licensed paramedics. All other nonparamedic fire personnel are trained at the basic life support (emergency medical technician) level. The program strives to meet the goal of responding to 80 percent of requests for emergency medical care within five minutes.

HAZARDOUS MATERIALS INCIDENTS

Incidents involving hazardous materials have the potential of being very costly to the City in terms of risk, liability and potential of loss of life and property. All firefighters are trained to the hazardous materials first responder level, but the City does not have the capability to handle incidents of a major nature. Rather, the City contracts with the Orange County - City Hazardous Materials Emergency Response Authority for response to major hazardous materials emergencies.

POLICE PROTECTION

The City of Costa Mesa Police Department is responsible for maintaining the social order within prescribed ethical and constitutional restrictions through the enforcement of local, State and Federal laws. The completion of this mission involves: crime prevention, field patrol (ground and air), crime investigation, apprehension of offenders, traffic enforcement and control, regulation of non-criminal activity, and the performance of a number of related and support services.

The Police Department is comprised of 228 full-time personnel, of which 154 are sworn police officers and 74 are civilian support personnel. In addition, there are 55 part-time personnel and approximately 35 Police Senior Volunteers that augment Department personnel. Based upon 1999 population estimates by the California State Department of Finance, Costa Mesa has a total population of 105,608, which reflects a ratio of 1 police officer per 685 persons.

To support the required personnel and equipment, the Police Department maintains a primary Police Facility located on Fair Drive in the Civic Center complex. The Police Facility was constructed in 1967, and is inadequate to support current personnel and equipment requirements. The Department also maintains three substations: one located in the South Coast Plaza complex, the Westside Substation located at 567 West 18th Street, and a small office in Fire Station No. #3 located 2803 Royal Palm. An elevated heliport is located at the Police Facility in the Civic Center complex from which the Department operates three helicopters in conjunction with A.B.L.E. (Airborne Law Enforcement), a joint powers authority with the cities of Costa Mesa and Newport Beach to provide law enforcement helicopter patrol and related services.

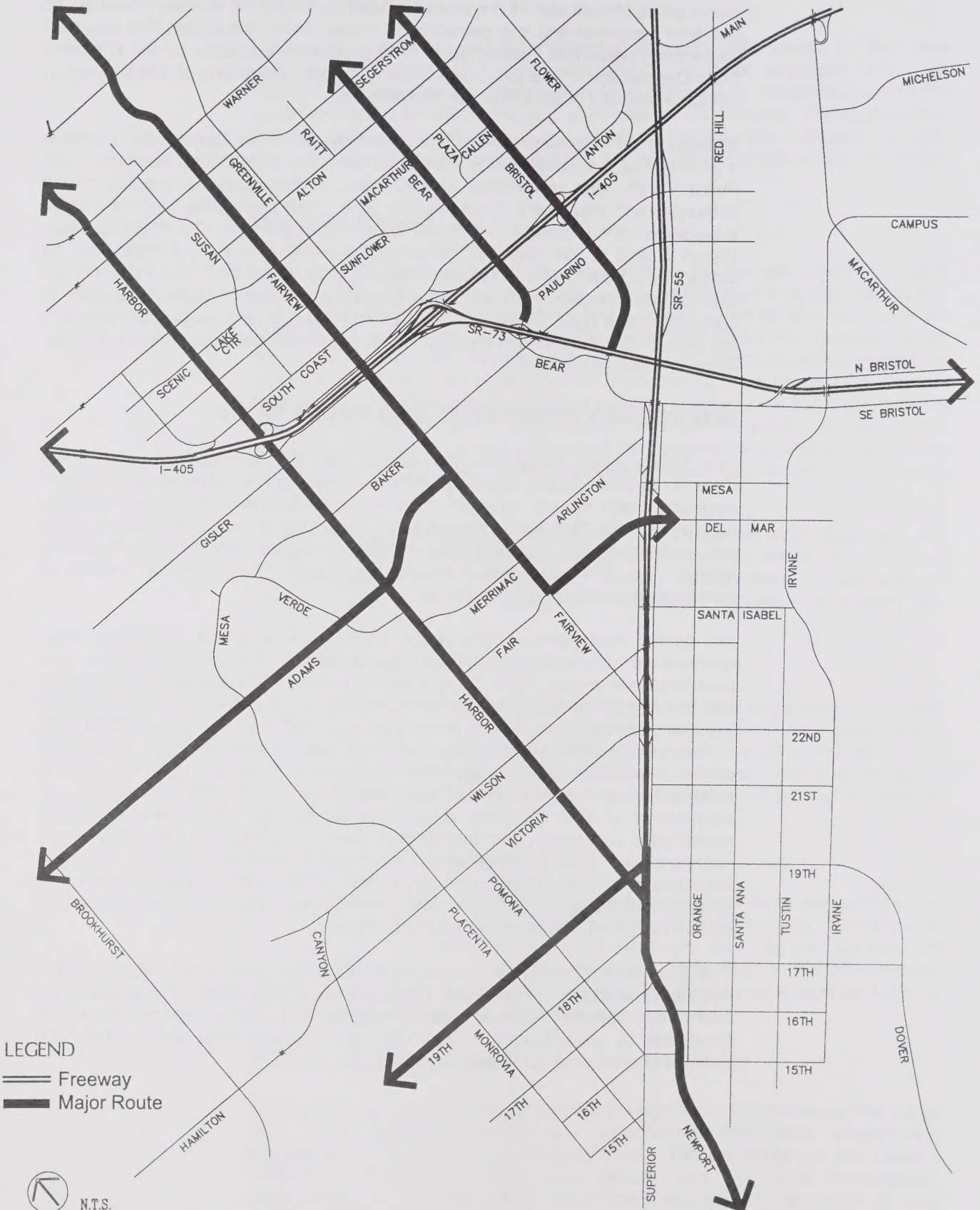
EMERGENCY RESPONSE AND OPERATIONS

The Costa Mesa Disaster Plan serves as the community's Emergency Operations Plan (EOP), which provides guidance during emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The Plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Rather, the EOP analyzes potential large scale disasters that require a coordinated and immediate response.

Aid during these unique emergency situations is available within the local government structure and associated agencies. The EOP identifies key personnel and groups in the Costa Mesa Emergency Management Organization that are organized to protect life and property in the community. The Disaster Plan also identifies sources of outside support that might be provided through mutual aid by other jurisdictions, state and federal agencies, and the private sector. In addition, the Disaster Plan specifies operations during an emergency, organization and assignment of responsibilities, coordinating instructions, an explanation of how the plan is to be administered, procedures to identify responsible personnel, and methods to request aid/support from other local communities. These activities involve a number of agencies, including the police department, fire department, medical facilities, public health officials, coroner and care and shelter operations. The City's emergency evacuation routes are shown on Exhibit SAF-9, *Emergency Evacuation Routes*.

The Evacuation Coordinator, who is the Police Chief, coordinates all emergency evacuation activities. The Police Chief will issue evacuation orders based on information gathered from emergency experts. Evacuation operations will be conducted by law enforcement agencies, highway/road/street departments, and public and private transportation providers.

EMERGENCY EVACUATION ROUTES



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EXHIBIT SAF-9

HAZARDOUS MATERIALS

HAZARDOUS WASTE MANAGEMENT

In response to the growing Statewide concern of hazardous waste management, State Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to assure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction. In 1987, the Orange County Board of Supervisors authorized the preparation of the Orange County Hazardous Waste Management Plan. The final plan was adopted in January 1989 and subsequently amended in 1991. The City of Costa Mesa subsequently approved the County Plan in 1989 and the amendment in 1991. The State Department of Health Services approved the County's Plan in late 1991.

ORANGE COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

The Orange County Hazardous Waste Management Plan provides policy direction and action programs to address current and future hazardous waste management issues that require local responsibility and involvement in Orange County. In addition, the Plan discusses hazardous waste issues, and analyzes current and future hazardous waste generation in the County.

The purpose of the Authority is to coordinate local implementation of a regional action program to effect comprehensive hazardous waste management throughout Southern California. The action program focuses on the development of programs to equitably site needed hazardous waste management facilities; to promote on-site resource reduction, treatment and recycling; and to provide for the collection and treatment needs of small quantity hazardous waste generators.

An important component of the County Hazardous Waste Management Plan will be the monitoring of hazardous waste management facilities to ensure compliance with Federal and State hazardous waste regulations. The siting criteria and any subsequent environmental documentation required pursuant to CEQA will also ensure the mitigation of adverse impacts associated with the siting of any new hazardous waste facility.

COSTA MESA HOUSEHOLD HAZARDOUS WASTE ELEMENT

In April 1992, Costa Mesa prepared and adopted a Household Hazardous Waste Element (HHW). This Element is consistent with the County of Orange Hazardous Waste Management Plan. The HHW supports the countywide strategy to collect and dispose of household hazardous waste from the community. The City does not incorporate an independent collection and disposal program as part of the HHW Element. The City will continue to support the County of Orange's program through public education efforts.

HOUSEHOLD HAZARDOUS WASTE PROGRAM

The County of Orange selected permanent Household Hazardous Waste collection facilities as the most appropriate method for managing this waste category. Currently, there are four Household Hazardous Waste Collection Centers that serve the county. These facilities are located in Anaheim, Huntington Beach, Irvine and San Juan Capistrano.

The City of Costa Mesa supports the County's Household Hazardous Waste Program and will monitor participation of City households. If participation rates are low, the City will intensify efforts to increase public awareness and participation.

8.4 KEY ISSUES

GEOLOGY

Geologic and seismic hazards are constraints to development. Costa Mesa, like much of the region, is likely to experience a powerful earthquake. Ground failure hazards for the northwest and western portions of the City, due to their location within an area with the potential for liquefaction, settlement or ground lurching or ground cracking during severe groundshaking, should be reduced if possible.

The standards for development should be carefully regulated to minimize structural damage and loss of life, given that a fault zone runs through and adjacent to the City.

FIRE PROTECTION

Additional development in the City will place new demands on the City of Costa Mesa Fire Department, which may result in the need for a new fire station to be constructed within the northwest portion of the City. The factors that contribute to the increased risk of fire hazard (i.e., lack of automatic sprinkler or alarm systems, inadequate peak load water supply, extended response times and inadequate building standards) should be reduced to protect Costa Mesa residents, businesses and structures from fire damage.

POLICE PROTECTION

Additional growth within the City may require additional police services that will be dependent upon several variables: (1) overall population; (2) daytime population; (3) type and location of development; and 4) type, location, and number of dwelling units. Depending upon the composition of these variables, it is estimated that continued growth will require additional police services. These services may require additional personnel, equipment, and/or facilities in varying degrees. The additional personnel may be sworn police officer positions, civilian support positions, or a combination of both. The police services requirements will be evaluated annually by the Police Department.

HAZARDOUS MATERIALS

Hazardous materials and wastes generated within Costa Mesa and transported through the City are safety hazards. A number of businesses utilize or store hazardous materials in the City of Costa Mesa. The accidental release or combustion of these hazardous materials could endanger individuals within the community.

The residents and employees in the City of Costa Mesa should be protected to the greatest extent possible from the effects of transporting, storing and disposing of hazardous and flammable materials. The transportation of hazardous waste poses special problems. Accidents involving hazardous waste

would most likely occur on the I-405 and SR-55 freeways, as well as on the City's major arterials.

8.5 DESCRIPTION OF SAFETY PLAN

Throughout this Element, natural and man-made hazards have been discussed. The various exhibits illustrate the areas of the City impacted by natural and man-made hazards. In order to maintain a high quality of life, existing and future residents must be protected from natural hazards, such as geologic and seismic activities or flooding, as well as man-made hazards, such as hazardous materials. Only when these hazards are reduced and mitigated can the citizens of Costa Mesa be assured of a safe future.

The goals, objectives and policies contained in the following section provide direction for the City as to how the natural and man-made hazards must be reduced to achieve the highest amount of public safety possible at buildout of the community.

8.6 GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies that address safety concerns are as follows:

GOAL SAF1: ENVIRONMENTAL AND MANMADE HAZARD PROTECTION

It is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from environmental hazards, including hydrologic, geologic, and climatic episodes, as well as from man-made hazards, including hazardous materials.

Objective SAF-1A: Work towards the mitigation or prevention of potential adverse consequences of natural disasters.

- SAF-1A.1 Consider geologic hazard constraints, impacts, and mitigation when developing land use policies and when making public decisions relating to land development.
- SAF-1A.2 Enforce standards, review criteria, and other methods to ensure that structures on or adjacent to bluffs are set back sufficiently to preserve the natural contour and aesthetic value of the bluff line and to provide sufficient access for fire protection.
- SAF-1A.3 Require geologic surveys of all new development located on or adjacent to bluffs.
- SAF-1A.4 Cooperate with local, State, and Federal flood control agencies to reduce the potential for flood damage in the City of Costa Mesa.

- SAF-1A.5 Identify and publicize the extent of geologic and seismic hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Offer information regarding earthquake standards to reduce or eliminate structural damage.
- SAF-1A.6 Encourage, through technical assistance or development incentives, private property owners to take adequate steps to protect their property against seismic hazards.
- SAF-1A.7 Require all proposed development projects to be designed to minimize both the volume and velocity of surface runoff and permit no adverse downstream impacts due to increased runoff through the proper design of subsurface drains, appropriate grading, on-site retention basins, landscape programs, or other appropriate measures.
- SAF-1A.8 Publicize the extent of flood hazards within Costa Mesa and advise affected residents and property owners of appropriate protection measures. Develop an education program, such as the Flood Awareness Program, and emergency disaster plans for flooding.
- SAF-1A.9 Encourage County, State, and Federal agencies to complete flood control improvements to the Greenville-Banning Channel to protect Costa Mesa residents and property located in the 100-year flood zone from a potential major disaster.

Objective SAF-1B: Participate in the safe, efficient and responsible management of hazardous waste materials.

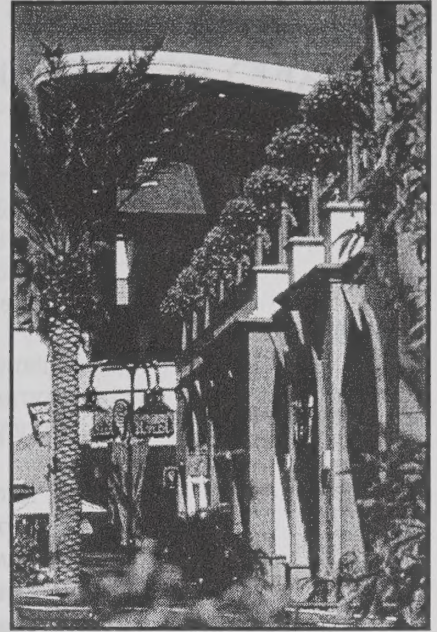
- SAF-1B.1 Participate with the County of Orange in the implementation of the Orange County Hazardous Waste Management Plan.
- SAF-1B.2 Ensure that appropriate in-depth environmental analyses are conducted for any proposed hazardous waste materials treatment, transfer, and/or disposal facility.
- SAF-1B.3 Continue to work with the County of Orange to identify and inventory all users of hazardous materials and all hazardous waste generators and prepare clean-up action plans for identified disposal sites.

Fire and Police Services: Refer to Goal LU-3, Socio-Economic Considerations, Objective LU-3A.3 and LU-3A.4 found in the Land Use Element.

Public Safety Through Design: Refer to Goal CD-14, Public Safety Through Design, Objective CD-14, and Policies CD-14.1 through CD-14.3 found in the Community Design Element.

CHAPTER 9

COMMUNITY DESIGN ELEMENT



CHAPTER 9 COMMUNITY DESIGN ELEMENT

Promoting quality and compatible design is valued by the City Costa Mesa. The visual quality of the physical elements and spaces that shape Costa Mesa is what the Community Design Element is all about. For purposes of this element, community design is the "art" of enhancing the vitality, meaning, form and function of the public and private realms.

In Costa Mesa, the public realm is most often comprised of streetscapes (trees, medians, parkways, benches, lights, banners, etc.), parks and plazas, pedestrian ways, public art, and public directional signage. The private realm typically involves building architecture, site planning, landscaping, and business signage. Weaving together the public and private realms through community design optimizes the positive identity and strong visual environment of Costa Mesa.

9.1 PURPOSE

The purpose of the Community Design Element is to promote quality design for buildings, structures, paths, districts, nodes, landmarks, natural features, and significant landscaping. The Community Design Element is an optional element of the 2000 General Plan. Through Section 65303 of the California Government Code, cities and counties are allowed to include optional elements in addition to those that are mandated.

The Community Design Element establishes goals, objectives, and policies aimed at expressing the City's general parameters for quality design and development. While the nature of this element does not entail specific design guidelines, it does provide policies of sufficient detail to enable its use during the design review process for determining whether or not a project meets the community's expectations for design and development quality.

9.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS AND POLICY DOCUMENTS

The Community Design Element is one of ten elements included in the Costa Mesa 2000 General Plan. The policies of the Community Design Element are related to the policies within the Land Use, Historic and Cultural Resources, and Open Space Elements. The goals, objectives, and policies within the Community Design Element are consistent with all other elements of the 2000 General Plan.

In addition to the 2000 General Plan, the City of Costa Mesa guides quality development through a number of policy documents and specific plans. The Community Design Element takes into consideration each of the following:

- ◆ Streetscape and Median Development Standards;
- ◆ Downtown Redevelopment Design Guidelines;
- ◆ Avocado Street Specific Plan;
- ◆ Harbor/Bernard/Parsons/Ford Specific Plan;
- ◆ East 17th Street Specific Plan;
- ◆ Placentia/Hamilton/Pomona/19th Specific Plan;
- ◆ Baker Street and Paularino Avenue Specific Plan;
- ◆ Newport Boulevard Specific Plan;
- ◆ Newport Boulevard Streetscape and Landscape Study and Sign Guidelines; and
- ◆ North Costa Mesa Specific Plan.

9.3 SUMMARY OF EXISTING CONDITIONS

To help understand existing conditions in Costa Mesa, it is necessary to first understand the components of the City's urban design framework. The following is a discussion of the elements that contribute to the City of Costa Mesa's urban form and character. These elements are: paths, districts, nodes, landmarks, and edges.

PATHS

A path can be defined as those corridors (streets, sidewalks, etc.) along which people move to get from one place to another. A "path" provides the means of vehicular and pedestrian movement within the community. There are two types of paths: "Primary corridors" are the principal corridors carrying larger volumes of traffic and typically crossing through community boundaries, and "Secondary corridors" carrying less traffic and often originating or terminating within the City's boundaries.



Primary Corridors
 Harbor Boulevard
 Newport Boulevard
 Fairview Street
 Bristol Street

Secondary Corridors
 Victoria Street
 Adams Avenue
 Placentia Avenue
 Sunflower Avenue
 Santa Ana/Red Hill Avenue
 Baker Street
 19th Street
 17th Street
 Class 1 Bikeways

DISTRICTS

Districts are those sections of the City that have a certain identifiable character due to building architecture, neighborhood design, streetscape, land use, etc. A "district" is defined as an integral part of a larger urban area, with common characteristics that make it unique from other areas of the community. Distinguishing features may include building type, use, activity, inhabitants, and/or topography. The City's principal districts include commercial, industrial, open space/recreation, and residential districts.

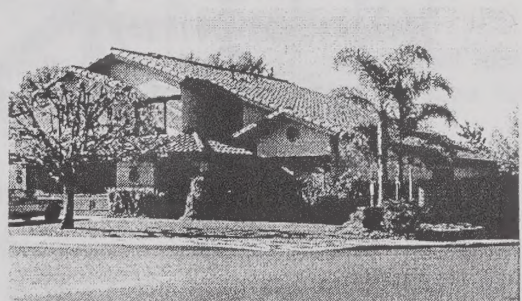
RESIDENTIAL DISTRICTS

The following describes the primary residential districts within Costa Mesa:

Eastside Residential District. This district contains a mix of single-family and multi-family homes on large lots. In recent years, many of the older, smaller homes have been replaced by larger Mediterranean style homes and town homes. The Land Use Element discusses issues associated with this district related to narrow deep lots and lot consolidation.

Westside Residential District. The area is characterized by a mix of residential densities and architectural types that include, single family homes, townhomes, and apartments. In addition, this district encompasses the Costa Mesa Golf Course.

Mesa Verde Residential District. This district is made up of a mix of various residential densities. Homes closer to the Mesa Verde Golf Course are much larger and at lower residential densities compared to those closer to Harbor Boulevard and the I-405.



College Park Residential District. The homes within this district are characterized as a mix of residential densities and architectural types. The majority of the units are higher residential density homes located along Newport Boulevard, Wilson Street, and Victoria Street. This district also includes College Park, a major, older single-family residential tract.

URBAN PATHS



CORRIDORS

Primary Corridors
 Harbor Boulevard
 Newport Boulevard
 Fairview Road
 Bristol Street

Secondary Corridors
 Victoria Street
 Adams Avenue
 Placentia Avenue
 Sunflower Avenue
 Santa Ana/Redhill Avenue
 Baker Street
 19th Street
 17th Street
 Class 1 Bikeway



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EXHIBIT CD-1

North Costa Mesa/Mesa del Mar/Halecrest Hall of Fame Residential District. This district contains mostly single-family residential tracts with higher residential densities near arterials. This district also contains pockets of commercial uses along Baker Street.

Bristol/Paularino Residential District . This district is bordered between the San Diego Freeway (I-405), Corona Del Mar Freeway (SR-73), and the Costa Mesa Freeway (SR-55). The homes are comprised of higher residential densities mixed with commercial uses along Bristol Street.

South Coast/Wimbledon Village Residential District. This district contains mostly single-family residential tracts with some town homes and apartments.

COMMERCIAL DISTRICTS

Costa Mesa's main commercial districts include:

South Coast Metro District. This district is the economic heart of the City where South Coast Plaza and other vital commercial and office establishments are located. The district is characterized by commercial centers, entertainment, hotel, and high rise office buildings, which include Plaza Tower, Center Tower, South Coast Metro Center, and the Orange County Performing Arts Center. This district is the primary commercial and cultural center of the City.

Harbor Boulevard Corridor. Harbor Boulevard begins in the City at Newport Boulevard. The corridor represents the primary commercial corridor of the City, with a mix of vehicle-oriented uses, auto dealerships, neighborhood commercial centers, entertainment uses, and residential uses.

Downtown/Triangle Square. Triangle Square is located at one of the busiest intersections in Costa Mesa where the Costa Mesa Freeway (Newport Boulevard), and Harbor Boulevard intersect. The area within and surrounding Triangle Square is one of the busiest activity hubs of the community. Across the street from Triangle Square is the Costa Mesa Courtyards, a busy commercial center.



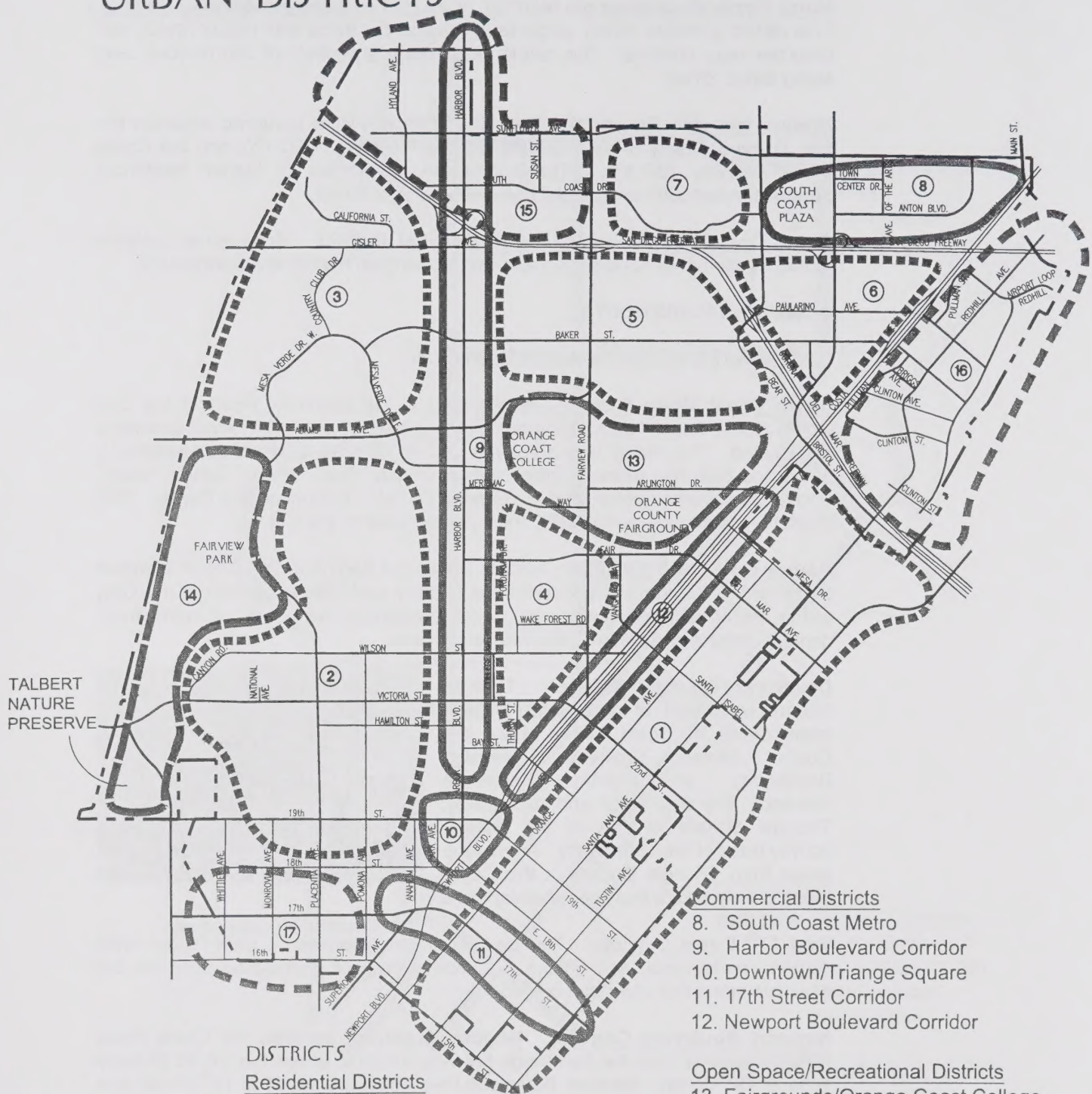
East 17th Street Corridor. This corridor is characterized by multi-tenant retail centers, restaurants, and offices. A wide variety of goods and services are available along this vital retail corridor.

Newport Boulevard Corridor. Newport Boulevard parallels the Costa Mesa (SR-55) freeway from the San Diego Freeway south to where the SR-55 freeway ends at 19th Street. Newport Boulevard then continues south to 15th Street and into the City of Newport Beach. The corridor is characterized with a mix of uses that include neighborhood commercial uses, hotels, and restaurants.

INDUSTRIAL/BUSINESS PARK DISTRICTS

The City of Costa Mesa contains three distinct industrial districts, as described below:

URBAN DISTRICTS



DISTRICTS

Residential Districts

1. Eastside
2. Westside
3. Mesa Verde
4. College Park
5. North Costa Mesa/ Mesa del Mar/Halecrest Hall of Fame
6. Bristol/Paularino
7. South Coast/ Wimbledon Village

Commercial Districts

8. South Coast Metro
9. Harbor Boulevard Corridor
10. Downtown/Triangle Square
11. 17th Street Corridor
12. Newport Boulevard Corridor

Open Space/Recreational Districts

13. Fairgrounds/Orange Coast College
14. Fairview Regional Park/Talbert Nature Preserve

Industrial/Business Park Districts

15. North Industrial/Business Park
16. Airport/Business Park
17. Southwest Industrial/Business Park



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EXHIBIT CD-2

North Industrial/Business Park District. This district is characterized by large-sized industrial and office buildings, including the Automobile Club, Times Orange County, and Whittier Law School. This district includes a number of vacant parcels located between South Coast Drive and the San Diego Freeway.

Airport Industrial/Business Park District. This area is bordered by John Wayne Airport to the east, the Corona Del Mar Freeway to the south, the Costa Mesa Freeway to the west, and the San Diego Freeway to the north. The area contains a concentration of industrial, office, and commercial uses found in one- to two-story buildings.

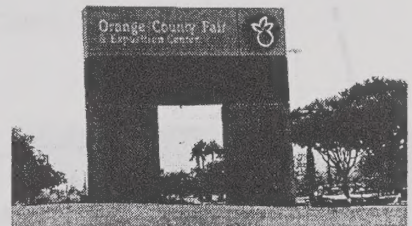


Southwest Industrial/Business Park District. This district is characterized by industrial plant facilities, but also includes auto-related uses, manufacturing, and public storage.

OPEN SPACE/RECREATIONAL DISTRICTS

Major open space districts in the City include the following:

Fairgrounds/Orange Coast College District. This area is the primary cultural, educational and civic center district of the city. The Orange County Fairgrounds, Orange Coast College, Vanguard University and Civic Center make up this district.



Fairview Park/Talbert Nature Preserve District. The Fairview Park/Talbert Nature Preserve District is bounded by the Santa Ana River to the west, Adams Avenue to the north, 19th Street to the south, and the Victoria-Placentia Quadrant residential district to the east. The District provides a regional park and a wildlife refuge for all residents to enjoy. Additionally the proposed Orange Coast River Park will strengthen the linkage between Costa Mesa and the Coast.

NODES

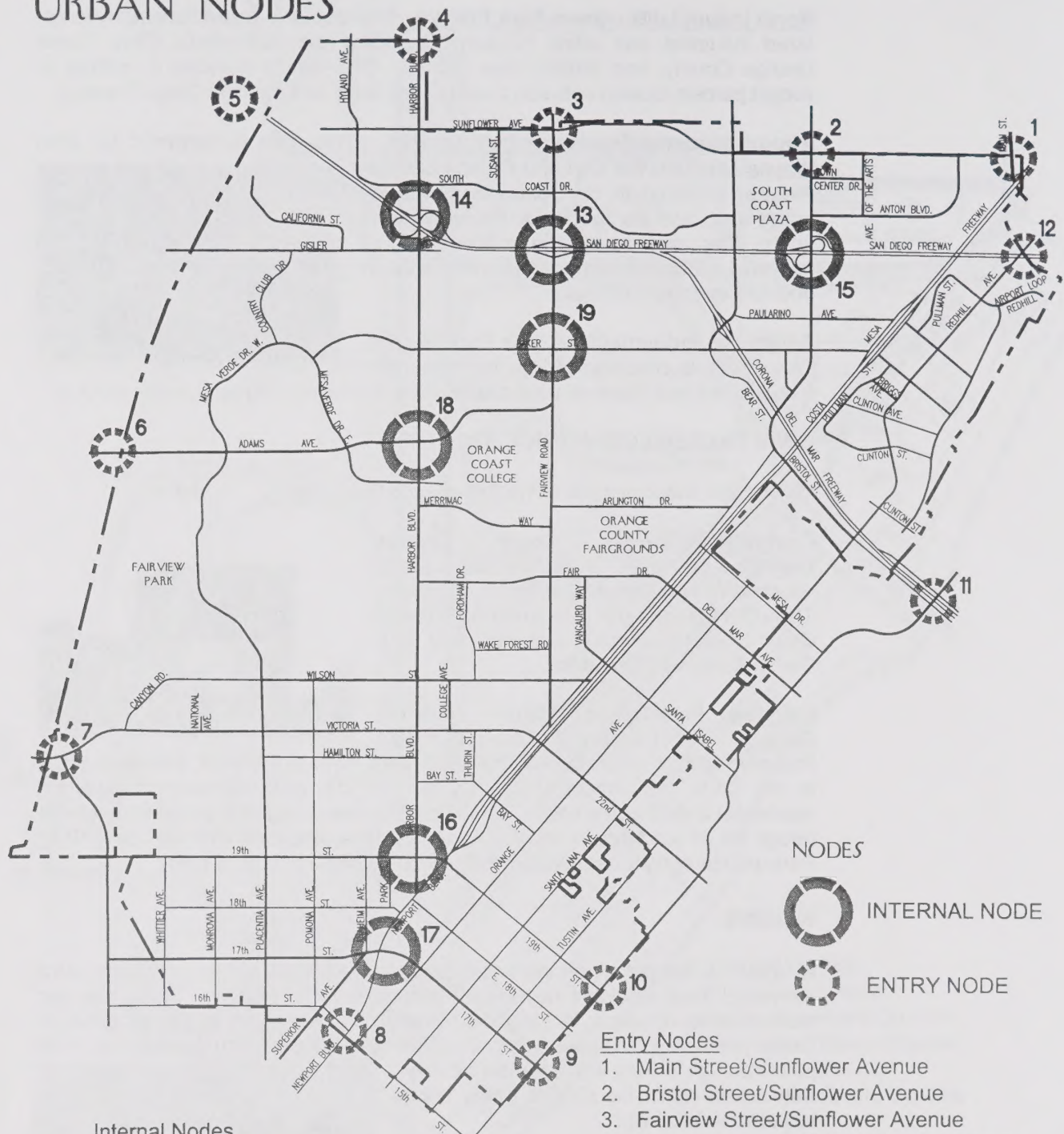
A "node" is defined as an important point where people gather or where paths converge, thus providing higher-than-typical levels of activity. There are two classifications of nodes: "entry nodes" function as focal points of identity between Costa Mesa and adjacent cities; and "Internal nodes" which function as focal points of high activity within the community. Key nodes within the City of Costa Mesa include the following:

Entry Nodes

- Main Street/Sunflower Avenue
- Bristol Street/Sunflower Avenue
- Fairview Street/Sunflower Avenue
- Harbor Boulevard/MacArthur Boulevard
- Adams Avenue/Santa Ana River
- Victoria Street/Santa Ana River
- San Diego Freeway (I-405)/Santa Ana River



URBAN NODES



NODES

-  INTERNAL NODE
-  ENTRY NODE

Entry Nodes

1. Main Street/Sunflower Avenue
2. Bristol Street/Sunflower Avenue
3. Fairview Street/Sunflower Avenue
4. Harbor Boulevard/MacArthur Boulevard
5. San Diego Freeway (I-405)/Santa Ana River
6. Adams Avenue/Santa Ana River
7. Victoria Street/Santa Ana River
8. Newport Boulevard/E15th Street
9. Irvine Avenue/E17th Street
10. Irvine Avenue/E19th Street
11. Corona Del Mar Freeway (I-73)/Bristol Street
12. San Diego Freeway (I-405)/Redhill Avenue

Internal Nodes

13. San Diego Freeway (I-405)/Fairview Street
14. San Diego Freeway (I-405)/Harbor Boulevard
15. San Diego Freeway (I-405)/Bristol Street
16. Newport Boulevard/Harbor Boulevard/19th Street intersection
17. Newport Boulevard/17th Street
18. Harbor Boulevard/Adams Avenue
19. Fairview Street/Baker Street



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EXHIBIT CD-3

Newport Boulevard/15th Street
Irvine Avenue/17th Street
Irvine Avenue/19th Street
Corona Del Mar Freeway (SR-73)/Bristol Street
San Diego Freeway (I-405)/Red Hill Avenue

Internal Nodes

San Diego Freeway (I-405)/Fairview Street
San Diego Freeway (I-405)/Harbor Boulevard
San Diego Freeway (I-405)/Bristol Street
Newport Boulevard/Harbor Boulevard/19th Street intersection
Newport Boulevard/17th Street
Harbor Boulevard/Adams Avenue
Fairview Street/Baker Street

LANDMARKS

A “landmark” is defined as those physical elements that provide a point of reference or serve as a community identity marker. A landmark can be either a structure, space, or a natural feature, which helps identify a particular area in the City. Important landmarks in Costa Mesa include:

- ◆ South Coast Plaza;
- ◆ Orange County Performing Arts Center;
- ◆ South Coast Repertory Theater;
- ◆ Orange County Fairgrounds;
- ◆ Orange Coast College;
- ◆ Civic Center;
- ◆ Mesa Verde Golf Course;
- ◆ Costa Mesa Golf Course;
- ◆ Fairview Park;
- ◆ Triangle Square;
- ◆ Times Orange County;
- ◆ Vanguard University;
- ◆ Plaza Tower;
- ◆ Center Tower;
- ◆ Methodist Church;
- ◆ Estancia Adobe; and
- ◆ California Scenario Garden.

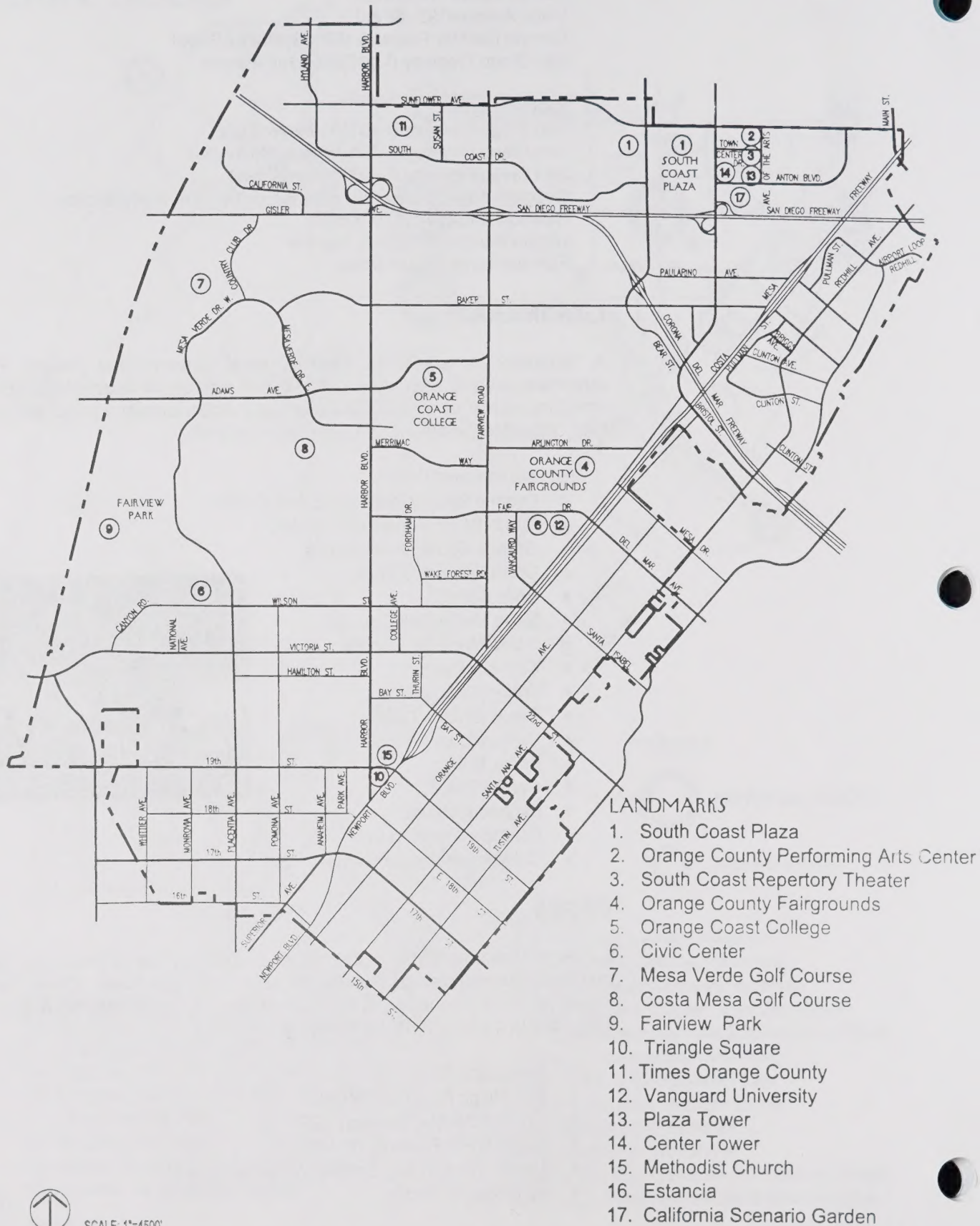


EDGES

Edges are linear elements that serve as a visual or physical boundary, barrier, or transition between districts defining the boundaries of a place. Elements such as freeways, flood channels, and natural features may be considered edges. Edges within Costa Mesa include the following.

- ◆ Santa Ana River;
- ◆ San Diego Freeway (I-405);
- ◆ Corona Del Mar Freeway (SR-73);
- ◆ Costa Mesa Freeway (SR-55);
- ◆ Upper Newport Bay Ecological Preserve; and
- ◆ John Wayne Airport.

URBAN LANDMARKS



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EXHIBIT CD-4

9.4 KEY ISSUES

Key Community Design Issues are outlined by strengths, weaknesses, and opportunities.

STRENGTHS

- ◆ Along the western boundary of the Costa Mesa, the coast is a visual strength. View of the Pacific Coast enhances the visual quality of areas within the City.
- ◆ The Talbert Nature Preserve provides an important viewshed for citizens of Costa Mesa. The wetland marshes and natural wildlife create a visual strength.
- ◆ The Fairview Park also provides an important viewshed. The park's trails and recreational facilities are a strength to the community.
- ◆ Neighborhood parks and the golf courses are strengths by providing open spaces and recreational opportunities.
- ◆ South Coast Plaza, Triangle Square, and the Orange County Fairgrounds, major landmarks of the City, are strengths by providing commercial and recreational opportunities both locally and regionally.
- ◆ Orange County Performing Arts Center and South Coast Repertory provide a performing arts focal point in the Costa Mesa community and serve as a major culture and arts hub for all of Orange County.
- ◆ Santa Ana River is a strength because it provides recreational opportunities to citizens by offering a multi-use trail that extends along the western edge of the City.



WEAKNESSES

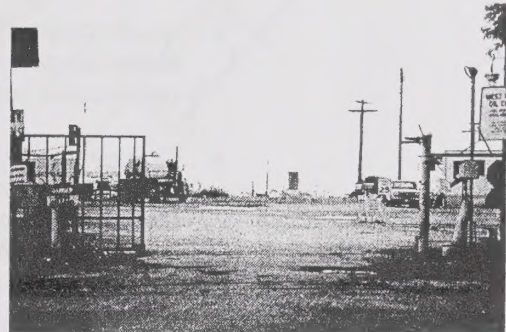
- ◆ Costa Mesa lacks a strong image, both in terms of its districts and along its paths. Some of the districts lack clear identity that distinguishes them from other areas in the City. Districts should be unified through design to achieve a distinct image. Paths are challenged by sign clutter, commercial strip development, blank walls, and absence of streetscape amenities. Commercial paths should have a unified identity that promotes a positive image of the City.
- ◆ The Eastside Residential District is going through changes in housing stock. The district is characterized by older homes on large lots. In recent years,

many of the older, smaller homes have been replaced by larger Mediterranean style single-family and town homes on smaller lots. The change in residential densities, building architecture, and massing affect the overall character of the district.

- ◆ Harbor Boulevard lacks continuity of visual quality and has multiple identities. The commercial path is fragmented and contains a mix of land uses with no identifiable character. Landscaping is inadequate in certain locations.



- ◆ Inconsistent sign styles, colors, and sizes along commercial corridors create visual obstructions and visual clutter.
- ◆ Entry nodes in Costa Mesa do not effectively announce arrival into the City. Entry nodes with opportunity for enhancement include: Newport Boulevard and 15th Street; Bristol Street and Sunflower Avenue; Harbor Boulevard and MacArthur Boulevard; Santa Ana River and Adams; and Santa Ana River and Victoria.
- ◆ Natural viewsheds are not optimized. Currently, industrial uses occupy prominent locations with views of the coast. Future development should be sited and designed to preserve public views.
- ◆ Some industrial uses are not adequately maintained and contribute to visual blight. Screening and rehabilitation should be implemented and maintained.
- ◆ In general, many individual projects and community design features lack sufficient visual interest in plane, massing, landscaping, and lighting.



OPPORTUNITIES

- ◆ There is an opportunity to improve and maintain the visual quality of existing major arterial and secondary arterial streets (i.e., paths) by implementing the City's adopted Streetscape and Median Development Guidelines. The Guidelines include a comprehensive street tree palette and development standards.
- ◆ Improve the design of signs throughout the City through the preparation of sign design guidelines and incentives for the removal of nonconforming signs.
- ◆ Continue to add new locations for identification of City entry nodes.
- ◆ Continue to implement adopted specific plans, design guidelines, and other policy documents that contribute to the design quality of new development.

- ◆ Prepare citywide design guidelines for new development to ensure that such development contributes to the overall enhancement of Costa Mesa's image.

9.5 GOALS, OBJECTIVES AND POLICIES

Physical elements such as landscaping, architecture, signs, streets, open space, etc., collectively form Costa Mesa's visual environment and character. Through the implementation of the Goals, Objectives, and Policies, the visual environment and character of Costa Mesa will obtain the high level of quality desired by the City.

PUBLIC REALM FOCUS

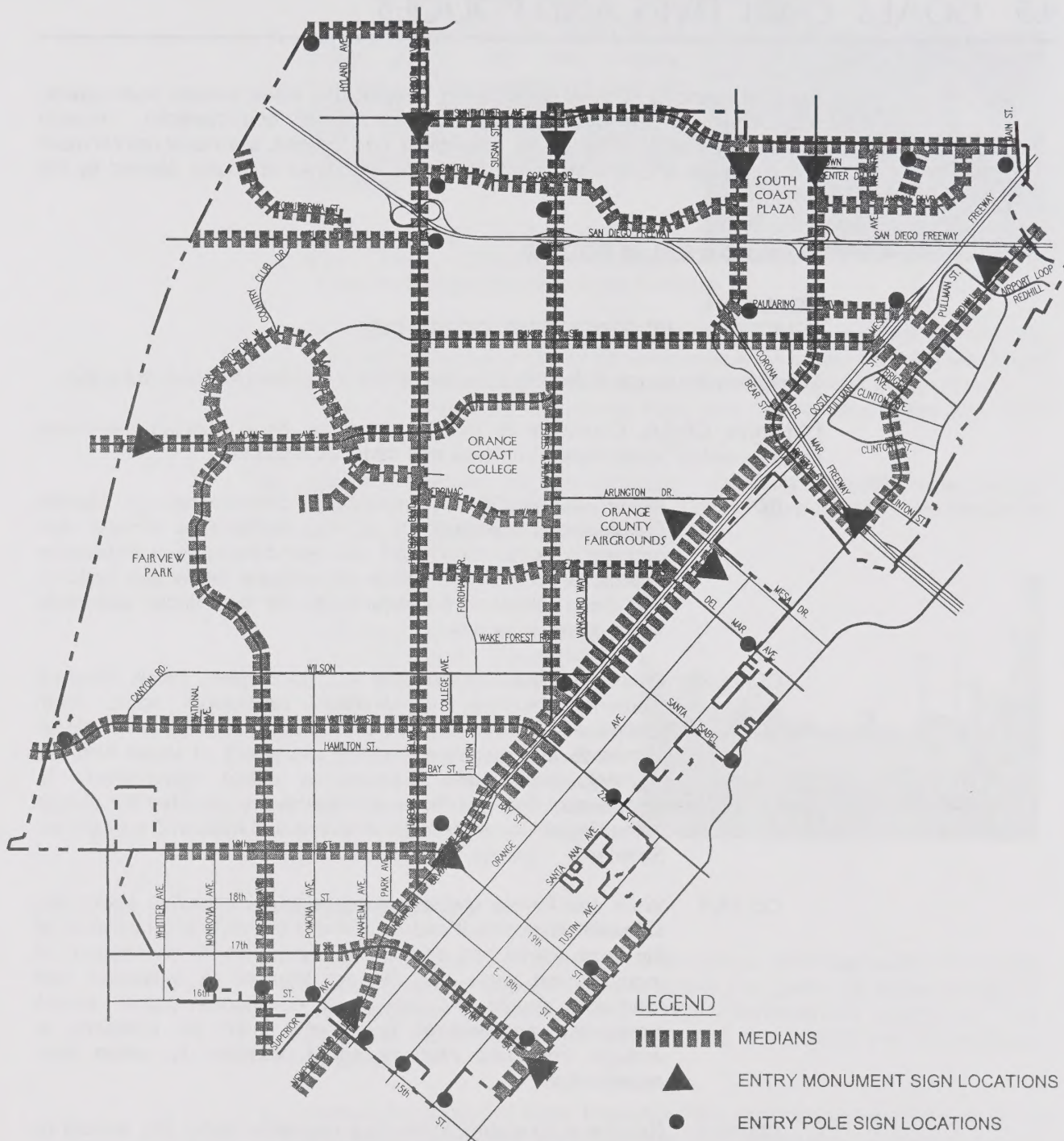
GOAL CD-1: VEHICULAR AND PEDESTRIAN CORRIDORS

Strengthen the image of the City as experienced from sidewalks and roadways.

Objective CD-1A. Contribute to City beautification by enhancing the visual environment of Costa Mesa's vehicular and pedestrian corridors.

- CD-1A.1 Implement the City of Costa Mesa Streetscape and Median Development Standards in all new streetscape corridor and parkway projects. Coordinate with new development adjacent to applicable public rights-of-way to integrate landscape features and design elements consistent with the streetscape standards and recommendations.
- CD-1A.2 Encourage the consolidation of compatible street furniture elements (benches, bus shelters, newspaper racks, trash receptacles, kiosks, etc.) whenever possible. Develop design standards and guidelines for the placement of street furniture elements within and adjacent to public rights-of-way to complement the specific recommendations provided for streets in the City of Costa Mesa Streetscape and Median Development Standards.
- CD-1A.3 Walls and fences should contribute to an attractive street and sidewalk environment and compliment the style and character of the local district and adjacent buildings. Newly constructed or reconstructed walls and fences adjacent to sidewalks and roadways should not run in a continuous plane, should incorporate architectural treatments, such as masonry or wrought iron, and integrate tiered plantings to soften their appearance.
- CD-1A.4 Require a consistent landscape character along City streets to reinforce the unique qualities of each corridor and district, including the development of landscaped medians identified in Exhibit CD-5. Support the implementation of the recommended street tree palette for each City street, as identified in the City of Costa Mesa Streetscape and Median Development Standards.

RECOMMENDED CITY MEDIANS ENTRY MONUMENT AND POLE SIGN LOCATIONS



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EXHIBIT CD-5

- CD-1A.5 Electric and communication lines should be placed underground, and electrical substations and telephone facilities should be screened to minimize visual impacts from sidewalks, streets, and adjacent properties. Support utility undergrounding through conditions of project approval, preparation of undergrounding plans, and the formation of assessment districts.

Objective CD-1B. Encourage clear connections between districts within the City.

- CD-1B.1 Promote linkages between separate districts through bike trails, pedestrian paths, common medians or parkway landscaping in connecting streets, and other physical improvements as necessary. Through conditions of project approval, public improvement projects, and other measures, support the development of new connections and the enhancement of existing connections between districts.

GOAL CD-2: DISTRICTS

Enhance the existing character and strengthen the identity of Costa Mesa's districts.

Objective CD-2. Encourage future development and redevelopment to reinforce district scale, identity, and urban form.

- CD-2.1 Future development and redevelopment should improve the environment for the public; it should support the distinctiveness of each district as well as the special characteristics of the existing fabric of its local context. Adopt urban design guidelines for each identified district in Costa Mesa that recognizes, maintains, and enhances the character and identity of each district; integrate existing specific plans' policies and design guidelines as applicable.

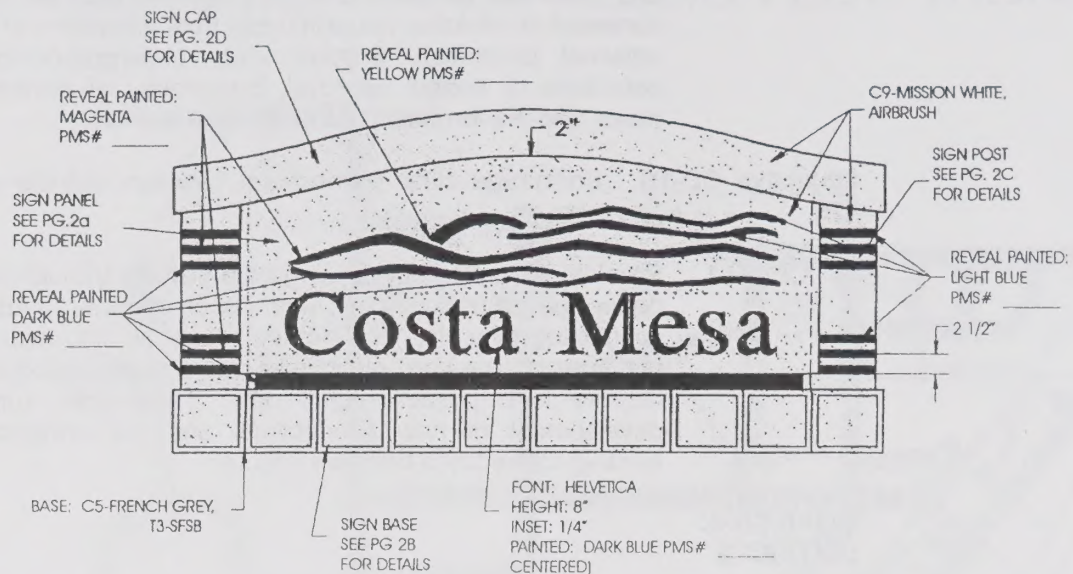
GOAL CD-3: NODES

Heighten the design quality and visual interest of nodes within Costa Mesa.

Objective CD-3. Create a sense of arrival to Costa Mesa and develop prominent community focal points at key nodes within the City.

- CD-3.1 Introduce entry monument signs and entry pole signs at key gateway locations (i.e. nodes) in the City, as identified in Exhibit CD-3. Utilize the standard design specifications for entry signs included in the City of Costa Mesa Streetscape and Median Development Standards and as illustrated in Exhibit CD-6.
- CD-3.2 Reinforce a sense of arrival into the City by promoting architecturally significant development and significant landscape plantings at key nodes. Undertake a visioning process to develop specific design guidelines that articulate the desired character for each key node within Costa Mesa.

CITY ENTRY SIGN



PRIMARY CITY ENTRY SIGN



SECONDARY CITY ENTRY SIGN

**GOAL CD-4:
LANDMARKS**

Protect City landmarks.

Objective CD-4. Promote the maintenance, use, and improvement of landmarks to enhance the visual image and identity of Costa Mesa.

- CD-4.1 Support efforts to preserve, maintain, and improve the condition of Costa Mesa landmarks.

**GOAL CD-5:
EDGES**

Utilize Costa Mesa's edges as opportunities for enhancing the image of the City along its boundaries.

Objective CD-5. Develop and implement programs that preserve and enhance the edges of Costa Mesa's.

- CD-5.1 Preserve and optimize natural views and open spaces in Costa Mesa.
- CD-5.2 Control the visual impacts of new development on natural views of the coast and the wetlands.
- CD-5.3 Develop open space corridors and trails along the edges of Costa Mesa where feasible.
- CD-5.4 Continue to preserve natural open space, including restoration of the natural area of Talbert Nature Reserve.
- CD-5.5 Continue protection of Fairview Park as an open space and recreation area.
- CD-5.6 Work with Caltrans to improve the design quality of freeways.

PRIVATE PROPERTY FOCUS

**GOAL CD-6:
IMAGE**

Enhance opportunities for new development and redevelopment to contribute to a positive visual image for the City of Costa Mesa.

Objective CD-6. Establish development policies and design guidelines, which contribute to an aesthetically pleasing and functional environment.

- CD-6.1 Encourage the inclusion of art and aesthetically pleasing architecture into new development and redevelopment that will have the effect of perpetuating the image of the "City of the Arts". Adopt an incentive-based design assistance program which allows business and property owners to enhance the design quality of their property while satisfying City image objectives.

CD-6.2 Encourage the use of creative and well-designed signs, which establish a distinctive image for the City. Consider amending existing sign regulations to include an incentive-based program to encourage quality signage.

CD-6.3 Continue to work with Code Enforcement to ensure continued maintenance of properties and compliance with adopted development standards.

**GOAL CD-7:
RESIDENTIAL**

Promote and protect the unique identity of residential neighborhoods within Costa Mesa.

Objective CD-7A. Encourage excellence in architectural design.

CD-7A.1 Ensure that new and remodeled structures are designed in architectural styles which reflect the City's diversity, yet are compatible in scale and character with existing buildings and the natural surroundings within residential neighborhoods. Develop and adopt design guidelines for residential development.

CD-7A.2 Preserve the character and scale of Costa Mesa's established residential neighborhoods; where residential development or redevelopment is proposed, require as a condition of approval that it is consistent with the prevailing character of existing development in the immediate vicinity, and that it does not have a substantial adverse impact on adjacent areas.

**GOAL CD-8:
COMMERCIAL**

Achieve a high level of quality design for commercial uses.

Objective CD-8A. Encourage high level of architectural and site design quality.

CD-8A.1 New and remodeled commercial structures and properties in Costa Mesa should be designed to reflect the City's architectural diversity, yet be compatible with nearby existing buildings' scale and character. As a condition of approval, commercial uses should be required to include interesting roof lines, building shapes, and patterns of shade and shadow while demonstrating sensitivity to the contextual influences of the surrounding area and compatibility with surrounding neighborhoods.



CD-8A.2 High quality commercial architectural style in Costa Mesa is meant to reinforce a positive sense of place and to respond to the geographical location and climate of the area. Commercial architectural design elements and materials that establish high

quality style, and should be integrated in new commercial development, include the following:

Design Elements

- ◆ Simple, multi-planed pitched roofs
- ◆ Open rafters/tails with large overhangs
- ◆ The appearance of “thick” walls
- ◆ Courtyards, arcades, intimate spaces
- ◆ Tile details
- ◆ Deep-set window and door openings
- ◆ Offset wall planes
- ◆ Fountains and other unique details
- ◆ Building masses with the incorporation of one and two story architecture
- ◆ Sequencing of enclosed space/arches

Design Materials

- ◆ Stucco, smooth, sand or light lace finish
- ◆ Wood, as an exposed structural material
- ◆ Clay or concrete roof tiles
- ◆ Native fieldstone
- ◆ Wood window casements
- ◆ Wood, as an accent material
- ◆ Brick, as an accent material
- ◆ Wrought iron (rust proof; anodized aluminum)
- ◆ Tile, as an accent material
- ◆ Slumpstone garden walls

CD-8A.3 Encourage the use of entrance patios, courtyards, plazas, arcades, fountains, porches, tower elements, covered walks, and other features in commercial areas. Pursue incentives for promoting pedestrian amenities and significant design features in new and redevelopment projects.

CD-8A.4 All areas not covered by structures, service yards, walkways, driveways, and parking spaces shall be landscaped consistent with the City's Landscaping Standards contained in the zoning code. Utilize landscaping to provide project amenities for new and remodeled commercial uses, and to screen parking and equipment areas. Landscaped areas should generally incorporate planting utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.

CD-8A.5 Arrange site access, parking, and circulation for commercial uses in a logical, safe manner. Parking should not dominate the site in areas adjacent to any street; should be concentrated in areas away from the street, behind buildings and well landscaped; and, should be designed with a clear hierarchy of circulation. Wherever possible, parking lots should be divided into a series of connected smaller lots utilizing raised landscape strips and raised walkways. Parking lots should also include landscaping that accents the importance of driveways from the

street, frames the major circulation aisles, and highlights pedestrian pathways.

- CD-8A.6 Locate areas for outside equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) should be concealed from view of public streets, neighborhood properties, and nearby higher buildings. Trash enclosures should be architecturally compatible with the project; landscaping should be incorporated into the design of trash enclosures to deter graffiti.
- CD-8A.7 Decorative paving treatments are encouraged to be incorporated throughout commercial developments, including driveway entries, pedestrian walkways, plazas, and other areas. The design, materials, and colors of decorative paving treatments (e.g. stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete) should compliment the architectural style of the primary buildings and should make a positive contribution to the aesthetic and function of the site.
- CD-8A.8 All exterior lighting on commercial properties should be consistent with the architectural style of the commercial building. On each commercial site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light. Lighting sources should be shielded, diffused or indirect to avoid spillover on adjacent properties, nighttime sky light pollution, and glare to pedestrians and motorists. To minimize the total number of freestanding light standards, wall mounted lights should be utilized to the greatest extent possible.

Objective CD-8B. Preserve the scale and character of established neighborhoods near commercial uses.

- CD-8B.1 New commercial development or redevelopment should integrate adequate site planning and design features to optimize compatibility with adjacent residential neighborhoods. The following guidance should be considered:
- ◆ When adjacent residential and non-residential uses can mutually benefit from connection, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are encouraged. Successful interaction between commercial and residential uses may be achieved through adequate setbacks, landscape buffers, screening, decorative masonry walls, berms, building orientation, and limitations of commercial activities.
 - ◆ Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should be located as far as possible from adjacent residences.
 - ◆ Building orientation and landscaping of commercial buildings should minimize a direct line of sight into adjacent residential private open space.

GOAL CD-9: MIXED-USE

Provide opportunities to live, work, shop, and play in proximity to each other.

Objective CD-9A. Design mixed use development projects to achieve a high quality character.

- CD-9A.1 Require that mixed-use development projects be designed to mitigate potential conflicts between uses. Consider noise, lighting, and security.
- CD-9A.2 Provide adequate parking, open space and recreational facilities to serve residents in mixed-use development projects. Site and design parking and other areas to acknowledge different users (i.e. residents versus shoppers) and to be compatible with the architectural character of the building(s).

Objective CD-9B. Provide for the development of projects that integrate housing with commercial uses and other compatible uses.

- CD-9B.1 Encourage mixed use development along the east side of Newport Boulevard between Mesa Drive and Walnut Street. Establish incentives for the development of projects in planned development zones that integrate housing with retail and office uses.
- CD-9B.2 Support efforts to mix compatible uses and activities. Encourage the siting of community-oriented services, businesses, and amenities in and near mixed use neighborhoods, including schools, branch libraries, open space and parks including "tot lots," and commercial uses.

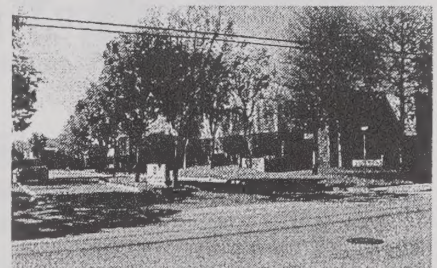
GOAL CD-10: INDUSTRIAL

Encourage the continuation of existing industrial uses and capitalize upon emerging types of industries.

Objective CD-10A. Require that industrial and business park projects be of high quality design standards.

- CD-10A.1 Require that industrial projects be designed to convey visual interest and a positive image. Architectural qualities and design elements for industrial uses that are encouraged in Costa Mesa are:

- ◆ Building modulation indentations and architectural details;
- ◆ Building entry accentuation;
- ◆ Screening of equipment and storage areas; and
- ◆ Landscaping to soften building exteriors and to serve as a buffer between uses.



- CD-10A.2 The design of industrial buildings should consider the visual and physical relationship to adjacent uses. An industrial structure which dominates its surrounding environment by its relative size shall generally be discouraged.
- CD-10A.3 Materials and colors should be used to produce diversity and visual interest in industrial buildings. The use of various siding materials (i.e. masonry, concrete texturing, cement or plaster) can produce effects of texture and relief that provide architectural interest.
- CD-10A.4 Consistent with the Zoning Code, landscaping should be used to define areas such as entrances to industrial buildings and parking lots, define the edges of developments, provide transition between neighboring properties, and provide screening for outdoor storage, loading and equipment areas. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.
- CD-10A.5 The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site industrial buildings. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects.

Objective CD-10B. Control the development of industrial projects to ensure they are a positive addition to the City's community setting, and that they do not result in adverse impacts with adjacent uses.

- CD-10.B1 Require industrial projects to incorporate landscape setbacks, screening walls and/or other elements that mitigate negative impacts with adjacent uses.
- CD-10.B2 Protect transitional areas between industrial and other uses. Storage yards, parking areas, and service areas should be screened from public view.

GOAL CD-11: HISTORIC PRESERVATION

Promote preservation of the City's historically and architecturally significant buildings and revitalization of traditional neighborhoods and commercial areas.

Objective CD-11. Integrate historic preservation design practices into planning for areas with historic significance.

- CD-11.1 Enforce existing policies that protect historic and cultural resources to deter the demolition of historically, architecturally and culturally significant structures.
- CD-11.2 Encourage the restoration and adaptive re-use of older commercial structures which contribute to the sense of historic and cultural identity of Costa Mesa. Support financial incentives, tax relief programs, and flexibility in zoning regulations to promote historic preservation and adaptive re-use of older commercial buildings.

- CD-11.3 As a condition of project approval, ensure that new development respects Costa Mesa's heritage by requiring compatibility with historic traditions and character, where applicable, of the local context.

**GOAL CD-12:
PUBLIC ART**

Promote understanding and awareness of the visual arts by providing art in the public environment.

Objective CD-12. Generate appreciation for public art and promote involvement in the community through public art programs.



- CD-12.1 Develop a diverse public arts program that involves the entire community and benefits the image of Costa Mesa. Adopt guidelines to encourage the placement of public art within and adjacent to public rights-of-way.

**GOAL CD-13:
SIGNS**

Ensure that signs contribute positively to Costa Mesa's image and overall economic development.

Objective CD-13. Facilitate the installation of signs that contribute to a positive image of the public realm, consistent with the Costa Mesa Zoning Code.

- CD-13.1 Encourage homeowners' associations and neighborhoods to maintain existing housing tract entrance signs in an attractive manner and encourage the placement of such signs at the entrance of major developments which do not have such identification.

- CD-13.2 Encourage the use of common design elements in signs for commercial and industrial centers through the development of planned sign programs to improve center identity by publicizing the benefits of such programs to developers and local business operators.



- CD-13.3 Consider developing citywide sign design guidelines that promote creativity and flexibility while upholding design quality. Design guidelines could include the design and placement of business signs, public street graphics, street signs, locational and directional signs, traffic signs, etc.

- CD-13.4 Introduce distinctive signage, including the entry signage system contained within the Costa Mesa Streetscape and Median Development Standards, which effectively announces arrival to the City, unique districts, neighborhoods, and public buildings and parks.

**GOAL CD-14:
PUBLIC SAFETY THROUGH DESIGN**

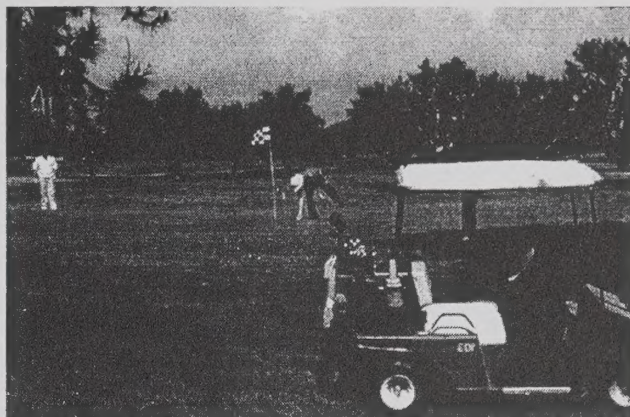
Create a safe place to live, work, and play for Costa Mesa residents.

Objective CD-14. Incorporate public safety considerations into community design.

- CD-14.1 Decrease the opportunity for criminal activity by addressing high risk circumstances (i.e., a dark alley, an enclosed stairwell, and dark entrances). Involve the Police and Fire Department in reviewing and making design recommendations during the project review period.
- CD-14.2 Continue to implement and refine development standards and/or guidelines based on Crime Prevention Through Environmental Design (CPTED) for new development and redevelopment with emphasis on site and building design to minimize vulnerability to criminal activity.
- CD-14.3 Continue to provide CPTED training to City staff and local planning and design professionals to optimize public safety through community design.

CHAPTER 10

OPEN SPACE AND RECREATION



CHAPTER 10

OPEN SPACE AND RECREATION

The Open Space and Recreation Element of the Costa Mesa 2000 General Plan outlines a strategy to preserve open space areas in the City and to meet the recreational needs of residents. Open space in Costa Mesa includes neighborhood and community parks, community centers, open space easements and golf courses. There are also County-owned regional facilities within and adjacent to the City limits and a large amount of institutional land. The total inventory of open space and recreation land comprises approximately 20 percent of the total land area of the City.

The Parks, Recreation and Open Space Master Plan is the primary implementation tool for the goals, objectives and policies included within the Open Space and Recreation Element of the 2000 General Plan. The Master Plan includes a more detailed analysis of the community's current and long-range open space and recreation needs, establishes priorities for meeting these needs and identifies a range of implementation measures.

10.1 PURPOSE

The Open Space and Recreation Element fulfills the requirements of Section 65302(e) of the Government Code which requires that General Plans include an Open Space Element. Recreation Elements are an optional element of the general plan pursuant to Section 65303 of the Government Code. Open space lands and uses can be defined in relation to the functions which these lands serve and to the benefits derived from the use of these lands. Section 65560(b) of the Government Code identifies four specific definitions of open space uses:

- (1) *Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lake shores, banks of rivers and streams, and watershed lands.*

- (2) *Open space used for the managed production of resources, including but not limited to, forest lands, range land, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.*
- (3) *Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.*
- (4) *Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.*

Examples of each of these open space uses can be found in Costa Mesa. In some instances, an individual open space facility may perform a variety of functions. For example, Fairview Park preserves and upgrades an existing wildlife habitat, provides outdoor recreational uses, protects a significant archaeological site and provides a compatible use with flood and geologic hazards associated with the lowlands adjacent to the Santa Ana River.

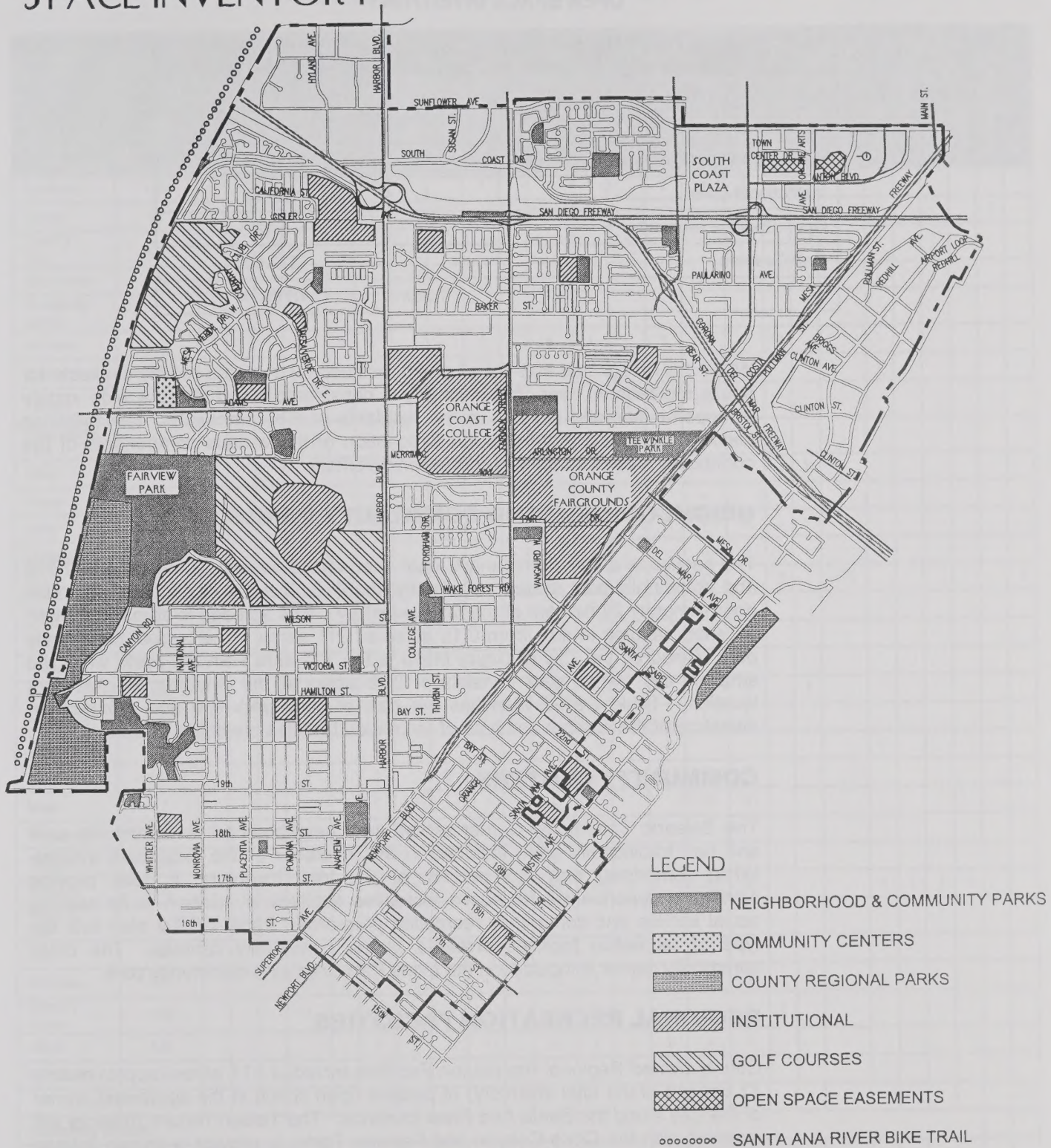
10.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The policies of the Open Space and Recreation Element are directly related to the policies within the land use and conservation elements. The goals, policies, standards and proposals within the Open Space and Recreation Element are consistent with all other elements of the Costa Mesa 2000 General Plan.

10.3 EXISTING OPEN SPACE AND RECREATION FACILITIES

Costa Mesa's inventory of open space and recreation opportunities includes a diversity of facilities, ranging from highly developed, active recreation sites to low activity, passive open spaces. The existing network of open space and recreation facilities is illustrated in Exhibit OSR-Parks, *Recreation and Open Space Inventory*, and inventoried in Table OSR-1, *Open Space Inventory*.

PARKS, RECREATION AND OPEN SPACE INVENTORY



SCALE: 1"=4500'

Source: Parks, Recreation and Open Space Master Plan, September 1999

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EXHIBIT OSR-1

**TABLE OSR-1
OPEN SPACE INVENTORY**

Type of Facility	Acreage
Neighborhood and Community Parks	410.38
Community Centers	9.97
Regional Nature Preserve	211.00
Institutional Uses	696.20
Open Space Easements	6.19
Golf Courses	373.00
Total:	1,706.74

While it is recognized that not all of the institutional uses are readily available for public recreational uses, this inventory is considerable and offers a wide variety of opportunities and benefits to the residents of the community. The following sections provide a more detailed description of the various components of the community's open space and recreation inventory.

NEIGHBORHOOD AND COMMUNITY PARKS

The backbone of the community's local open space network is the neighborhood and community park system. Currently, the 410.38 acres of parkland comprise approximately 24 percent of the total inventory. This acreage is spread between 27 sites, ranging in size from 0.16 acres to 211 acres. The largest community park owned by the City of Costa Mesa is the 211-acre Fairview Park, while the smallest city owned park consists of 0.16 acres at the Shalimar Pocket Park location. Table OSR-2 identifies the size of each park site and provides an inventory of the number and type of recreation facilities provided.

COMMUNITY CENTERS

The Balearic Community Center serves as a neighborhood or community park and has traditionally been included in the inventory of the local park system. While comprising only 1.5 percent of the total inventory, it does provide significant opportunities for active recreation facilities in addition to its existing social service and community recreation programs. Table OSR-2 also lists the type of recreation facilities provided at the community centers. The other community center is included in the Lions Park area as a community park.

REGIONAL RECREATION FACILITIES

County-owned Regional Recreation Facilities includes 211 acres (approximately 12 percent of the total inventory) of passive open space in the southwest corner of the City along the Santa Ana River lowlands. The Talbert Nature Reserve will combine with the City's Canyon and Fairview Parks to provide a unique linkage of restored and enhanced natural environments totaling over 450 acres when completed.

**TABLE OSR-2
OPEN SPACE AND PARK FACILITY MATRIX**

Open Space and Park Sites	Acreage	Baseball	Softball	Soccer Field	Utility Field	Basketball	Playground	Tennis Courts	Handball	Volleyball	Par Course	Picnic Tables	Shelter	Restrooms	Cooking Facilities	Parking Stalls	Drinking Fountain	Sinks	Fire Ring	Stand Seating	Bleacher	Amphitheater	Lake	Gazebo	Walking Trails	Pool
Brentwood	1.45						1			1		3	1		2	•	1									
Canyon	35						1																		1	
Civic Ctr. Park	2.49											1														
Civic Center	9.48																									
Community Garden	.5																									
Del Mesa	2.46				1	1	1			1		8	1	1	2	•	1	2								
Estancia	10											4		1		47	1									
Fairview	Dev 11 Undv 200				1											102									1	
Farm Sports Park	18			6																						
Gisler	3.15						1			1		2	1			10	1		1							
Harper	1						1					2				•										
Heller	2.61				1		1					3	1	1		•	3	2								
Lindbergh	1						1					2				•	1	1								
Lions	12.61						1		6			23	1	1	1	99	2	2		470						1
Marina View	2.29				1		1					4	2			•	1									
Mesa Verde	2.66						1					4	1			•										
Paularino	2.23						1			1		2	2			—										
Pinkley	2.58				1		1					10				•	1		1							
Smallwood	3.38		1			1	1			1		3		1		•	1									
Shalimar	.16						1																			
Shiffer	6.72				1	1	2		2	2	1	6	1	1		21	1									
Moon	1.2						1					4				8	1									
Suburbia II	0.6																									
Tanager	7.42				1	1	1			2	1	2				•	1									
TeWinkle	44.67	1	2		1		1	12		1	1	22	2	3		109	4				1	1	1	1		
Maple St. Park	.5																									
Vista	6.02				1		1					10		1	1	12	1									
Wakeham	9.91			1	1	1	1			1	1	10	3	1	2	24	1		3							
Willard T. Jordan	2.48				1		1					2	1			•	1	2								
Wilson	3.45						1			1		4	1	1	2	•	1									
Wimbledon	3.36				1	1	1				1	7				•	1									
Subtotal	410.38																									
Community Centers:																										
Balearic	9.97			2	1	2	2		2			2				32	2									
Totals:	420.35	1	3	4	13	9	25	12	10	13	6	140	19	13	10		28	9	5	470	1	1	1	1	2	1

• = Street

— = None

Another major regional open space feature which will be available to Costa Mesa residents (but not included in the above inventory) is the 140-acre Upper Newport Bay Nature Preserve, to be developed east of the City limits along Irvine Avenue, south of University Drive. Actual components include the Peter and Mary Math Interpretive Center, trails and habitat stabilization and enhancement areas.

The Friends of Harbors, Beaches and Parks (FHBP) a non-profit, charitable California corporation organized in 1997 to promote the protection, expansion and enhancement of regional recreation and open space facilities in Orange County, currently proposed the implementation of the Orange Coast River Park (OCRCP). OCRCP is envisioned as a coordinated mosaic of the publicly owned and future anticipated dedications of parks and open space along the Santa Ana River between the Mesa Verde residential community and the Pacific Ocean. These properties include the following:

- ◆ Costa Mesa's Fairview Park,
- ◆ The County's Talbert Nature Preserve,
- ◆ The U.S. Army Corps of Engineers restored/U.S. Fish and Wildlife Service administered ecological reserve,
- ◆ The lands to be dedicated in conjunction with the entitlement of West Newport Oil Company/Taylor-Woodrow Company development project on the remnant Banning Ranch property,
- ◆ The former Pacific Coast Freeway lands declared surplus by Caltrans (between Superior and the West Newport Oil Company property),
- ◆ The Huntington Beach Wetlands Conservancy parcel located between Brookhurst and Beach Boulevard.

Altogether, these lands comprise approximately 1,000 acres in the central Orange County coastal area, surrounded by a highly urbanized area with a general deficit of public parks and open space.

INSTITUTIONAL USES

The inventory of institutional land uses is as varied as the entire open space and recreation inventory. Institutional uses included in this category include public and private school sites, the Orange County Fair and Exposition Center and Harbor Lawn Cemetery. When the specific use (i.e., cemetery) or ownership (i.e., Vanguard University) precludes use of these sites for public recreation, they still provide the benefits of visual open space or relief from typical urban development patterns. This category is the largest component of the open space inventory, approximately 41 percent.

Schools and colleges make up nearly three-fourths of the total inventory of institutional uses (506.52 acres). Because these facilities often provide local and community level recreation needs when not in use during school hours, they play a critical role in the citywide open space and recreation inventory. These facilities can augment those provided by the neighborhood and community system and can combine, through formal joint-use agreements, to meet the overall open space and recreation needs of the community. The type and range of recreation facilities provided by each of the schools and colleges is identified in Table OSR-3.

**TABLE OSR-3
SCHOOL FACILITY MATRIX**

Public Schools	Acreage	Baseball	Softball	Soccer Field	Turf Area	Basketball	Multi-Use Courts	Track	Play Equipment	Climbing Apparatus	Handball	Volleyball	Tennis	Swimming Pool
Adams School	10.00			•		•								
Back Bay High School	6.00		•	•	•	•								
California School	10.00		•	•(2)	•	•	•		•	•	•			
College Park School	8.00		•	•	•	•	•		•	•	•(2)			
Costa Mesa High School	67.00	•(4)	•	•(3)	•	•	•	•			•		•(8)	•
Davis Intermediate	19.00				•	•		•						
Estancia High School	40.00	•(2)	•	•	•	•	•	•			•		•(8)	•
Harper School/Newport Mesa Support Services	2.11			•(2)	•	•	•					•		
Woodland Elementary School	10.00	•		•		•			•		•			
Kaiser School	18.00	•(2)		•(3)	•	•	•	•		•				
Killybrooke School	10.00			•	•	•				•	•			
Lindbergh School	9.20				•	•	•			•	•			
Mesa Verde School	3.00				•									
Parsons School	10.00				•									
Paularino School	9.00				•	•	•			•	•			
Pomona School	7.00			•	•	•	•			•	•			
Rea School	10.00													
Sonora School	10.00				•	•	•			•	•			
TeWinkle Inter. School	30.00	•(3)	•(2)	•(3)	•	•(4)		•				•		
Victoria School	7.00			•	•	•	•			•				
Whittier	9.00		•		•		•		•	•	•			
Wilson	9.00				•		•			•				
Woodland School	9.00				•	•	•			•				
Colleges:														
Coastline Community	9.97		•		•		•							
Orange Coast	20.00	•	•	•	•			•			•(indoor)		•(12)	•
Vanguard University	13.90	•	•	•				•						
Totals:	366.18	14	11	23	22	21	15	7	4	12	12	2	28	3

OPEN SPACE EASEMENT

While comprising the smallest portion of the total open space inventory (0.4 percent), the two existing open space easements provide significant open space benefits because of their location in the most densely developed section of the City. The 2.9-acre easement within Town Center provides a grassy, park-like, open space feature which bisects the development in an east-west direction. The Lakes easement (3.29 acres) provides a more urban feel of hardscape and an open water element which unifies the individual components of this mixed use area.

GOLF COURSES

The two golf courses within the City provide the final 22 percent of the total citywide open space inventory. The courses include the public Costa Mesa Golf and Country Club (238 acres) and the private Mesa Verde Country Club (136 acres). An additional 129 acres of private golf course area is provided by the Santa Ana Country Club, located outside of existing City limits but within the City's sphere of influence.

BIKEWAYS

Although not included in the open space inventory, the City's bikeway network is a significant recreation facility. The network includes a series of local bike lanes, routes and trails as well as the regional Santa Ana River Bike Trail. The bikeway system provides access between a majority of the existing local open space and recreation sites and opportunities to access surrounding regional facilities, especially local beaches. Bikeways also offer opportunities for an alternate transportation mode for commuters.

10.4 KEY ISSUES

The Parks, Recreation and Open Space Master Plan analyses the service area of existing neighborhood and community parks and public schools, the availability of vacant land and potential surplus school sites to meet future open space and recreation needs, and a recreation facility needs assessment and siting analysis. The following is a summary of the analysis.

NEIGHBORHOOD AND COMMUNITY PARK SERVICE AREAS

The effectiveness of a local park network is based on a number of factors. These include the number and size of parks, the type of facilities offered and the level of maintenance provided. Other key factors include the distribution of parks throughout the community and the level to which all areas of the City are served. The degree to which the latter factors are effective can be analyzed in two ways. One is to compare the amount of park acreage provided against an established service standard, such as the current park dedication standard of 4.26 acres per 1,000 population. While this is an important yardstick to attain citywide, it is also necessary to look at how well the various subareas and neighborhoods within the larger City context are being served. Currently, the service area for neighborhood parks two acres or larger is one-half mile. The service area for neighborhood parks is less than two acres and for pocket parks is one-quarter mile.

The service levels discussed above must be modified in some cases to reflect the impact of major barriers which hinder access. For Costa Mesa these barriers are limited to freeways and major arterials. For the purposes of this study, it was assumed that no service boundary would cross a major barrier, such as the freeways or Newport Boulevard, and that service boundaries crossing arterials which carry daily volumes in excess of 20,000 vehicles would be reduced by 50 percent.

A spatial analysis confirmed that the areas of good and poor community park services coincide with the age of residential neighborhoods, with the newer areas being better served than the older areas, shown Exhibit OSR-2, *Neighborhood Planning Areas With Park Service*. This is largely the result of the correlation of development timing with increasing awareness of the need to preserve long-term open space opportunities and code requirements for park dedications or the payment of in-lieu fees from new residential subdivisions to acquire parkland as the City's resident population increases.

SCHOOL SERVICE AREAS

As local public school sites do act as neighborhood park and recreation facilities when not in use, it is important to consider these sites as components of the community's overall open space network. Because of this, a spatial analysis of the service area of local public schools was also performed.

The results of this analysis are nearly the opposite of the park spatial analysis. In the case of the schools, the southwest, central and east portions of the City (Planning Areas 1, 3 and 4) are among the best served, while the northern and northeast portions (Planning Areas 5 and 6) are not served. Planning Area 2 appears well served in both analyses.

While this analysis would appear to correct the deficiencies noted in the park analysis, this is only partially true. As the school sites are only available at limited times and not under control of the City, they cannot be considered to be full components of the local park network unless they can be secured through lease and joint-use agreements with the school district.

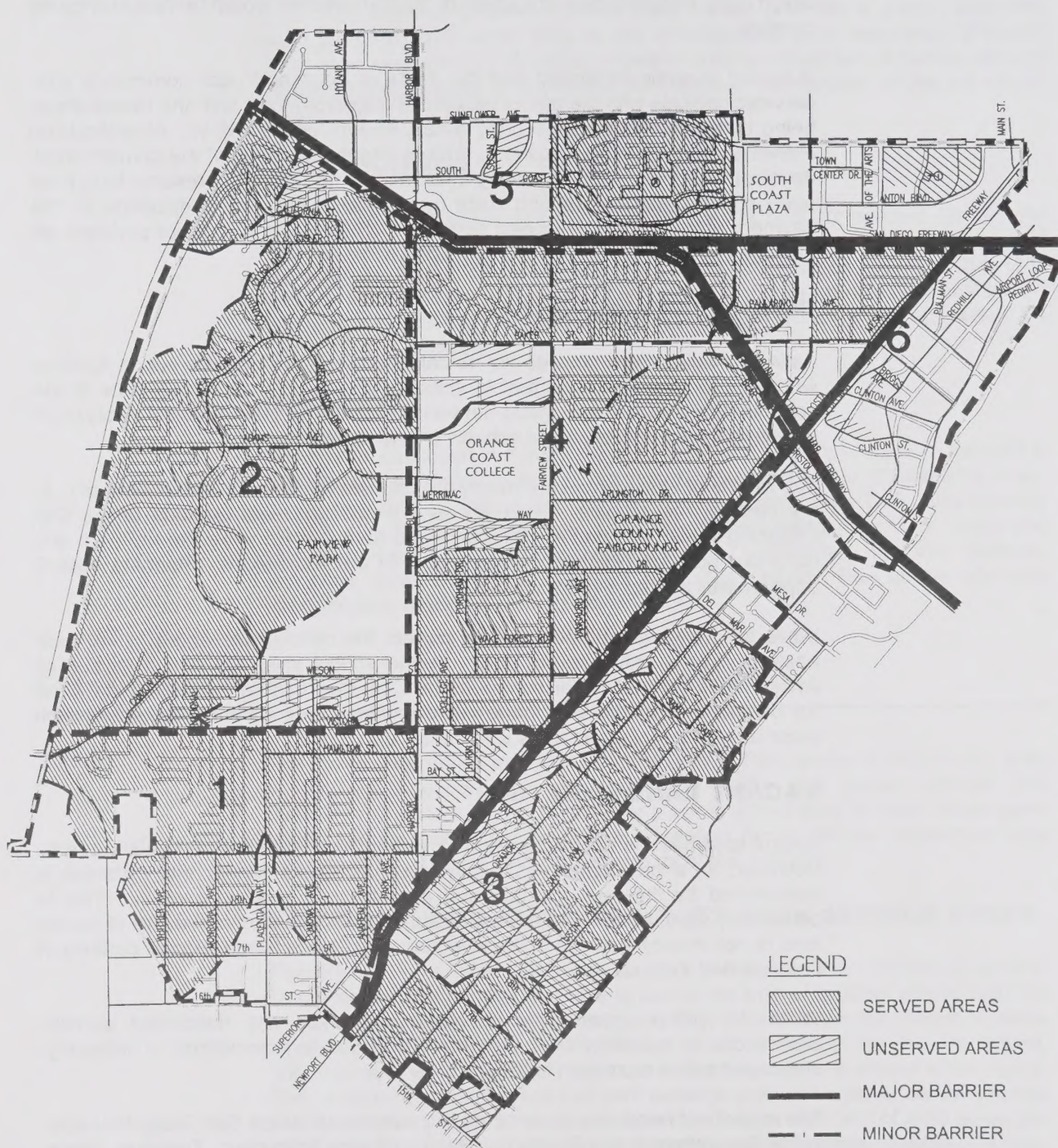
VACANT LAND ANALYSIS

Vacant land has the best potential for meeting local park and recreation needs. However, in a developed community such as Costa Mesa, this potential is constrained by the size, location and availability of suitable parcels. This is particularly significant in Costa Mesa because only 3 percent of the City is vacant land or not already included in the inventory of parkland (undeveloped portions of Fairview and Talbert/Fairview Parks).

While the prime opportunities for new park sites are residential parcels, commercial or industrial sites may have potential for specialized or intensely-developed active recreation facilities.

The majority of remaining vacant land is located north of the San Diego Freeway in the Segerstrom Home Ranch and Sakioka Farms properties. Together, these land holdings account for 76 percent (182.28 acres) of the total inventory (240.03 acres) of vacant land.

NEIGHBORHOOD PLANNING AREAS WITH PARK SERVICE



LEGEND

-  SERVED AREAS
-  UNSERVED AREAS
-  MAJOR BARRIER
-  MINOR BARRIER



SCALE: 1"=4500'

Source: Parks, Recreation and Open Space Master Plan,
Figure 3, City of Costa Mesa, January 1996

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EXHIBIT OSR-2

With just a few exceptions, the inventory of vacant residential land consists of scattered sites of 6,000 to 8,000 square-feet. The City owns two sets of contiguous properties on Del Mar; one of which contains 37,883 square-feet. This site (150 - 170 Del Mar) has been designated as a community garden. The 1.04-acre Community Garden consists of 60 individual lots for use by Costa Mesa residents. Currently, the garden has a waiting list for participation on a year round basis. The second site is proposed for development as a Habitat for Humanity home.

The City also owns surplus property associated with the Victoria Street widening. In 1992, the Engineering Division proposed that the contiguous sites at 2150 Maple, and 570 and 574 Victoria (14,960 sq.ft.), be retained as a pocket park site. Pursuant to direction from the Costa Mesa City Council in 1998, these sites have been reserved as open space for future development as a pocket park. This area consists of approximately 0.5 acres of park site.

The sites with the highest potential for park or active recreation sites remain the larger land holdings in north Costa Mesa.

SURPLUS AND POTENTIAL SURPLUS SCHOOL SITE ANALYSIS

One of the most significant actions which have taken place since the preparation of a 1994 Master Plan Study was direction from the Newport-Mesa Unified School District Board of Education to consider a number of existing school sites for potential sale or lease as surplus property. Since these sites are publicly-owned and are already used to some degree for recreation facilities and activities, they can provide opportunities for future park or active recreation facility sites. The sites include Balearic Center (9.97 acres), Mesa Verde School (10.18 acres), Monte Vista/Black Bay High School (6.25 acres), Lindbergh School (9.2 acres) and Harper Administrative Services Center (9.11 acres).

RECREATION PROGRAMMING NEEDS

The City currently offers a variety of youth, adult and senior programs, and team sports activities. Most of these programs are offered at the four community centers and two active community parks. Youth activities are also offered at school district facilities. Recreation programming will have to be expanded over time as the population grows. This in turn will lead to increased demand for use of facilities to accommodate these programs. As new programs are introduced, the current facilities may not be sufficient and could constrain the amount of new programming and sports activities the City can introduce. Future program facility needs will have to be coordinated with school site/college facility development. Specific program-related facility needs include the provision of additional active sports fields for youth programming and organized sports leagues.

The Farm Soccer Complex is an 18-acre area located within Planning Area 4. This sports park has 6 playing fields, two of which are lighted. This area will be used for soccer and flag football. In addition, the complex includes restrooms, a concession stand and a storage area for maintenance equipment.

Currently, there are proposed Construction Plans for a Skateboard Park at the southeast corner of Charle Street and Hamilton Street. The Skateboard Park is estimated to be completed in July 2001.

RECREATION FACILITY NEEDS ASSESSMENT

Identifying long-term facility needs establishes a framework within which the City can determine the community facility goals and how, when, and where facility goals can be met. The need for each major facility type which should be provided at buildout can be determined by comparing what's currently provided with the assessment of community facility needs as determined by relevant factors. The factors include evaluating the level of current and future facility demand by analyzing the current use of existing facilities and identifying, as best as possible, unmet needs. The Master Plan Study identified the following facility requirements to meet future needs: lighted ball fields, basketball courts, swimming pool, and volleyball courts. Table OSR-4 provides a breakdown of recreation facility community needs.

**TABLE OSR-4
RECREATION FACILITY COMMUNITY NEEDS ASSESSMENT**

Facility	No.	Acreage
50-Meter Swimming Pool	1	0.75 acre
Baseball Fields, Lighted (12 and under)	2	3.00 acres
Softball Fields, Lighted	3	4.50 acres
1/2 Basketball Court	9	0.64 acre
Volleyball Courts	5	0.25 acre
Gymnasium Building	1	0.50 acre
Total:		9.64 acres

ACTIVE RECREATION FACILITY SITING ANALYSIS

As part of the Master Plan preparation, a land use analysis was conducted to identify potential locations for active recreation facilities within the City of Costa Mesa.

The analysis provides few opportunities for new development as the City is near buildout, but the following sites were identified as having potential available acreage. There are additional small parcels distributed throughout the City but they are too small for developing any suitable facilities and not economically feasible.

- ◆ Fairview Park
- ◆ Sakioka Farms Property
- ◆ Segerstrom Home Ranch
- ◆ Orange Coast College
- ◆ Costa Mesa High School
- ◆ Estancia High School
- ◆ Harper School
- ◆ Lindbergh School
- ◆ Mesa Verde School
- ◆ Monte Vista School
- ◆ Wilson School
- ◆ Fairview Developmental Center

COSTA MESA RIVER - BAY TRAIL

Located on the west and east sides of Costa Mesa are two very unique water resources which are important recreation amenities for the residents of Costa Mesa. A trail linkage across the town, utilizing sites within the Institutional Corridor, would provide a linear route for recreation and transportation purposes between the two bordering amenities. This proposal is in support of the Master Plan of Bikeways where many of the links are already existing. The establishment of a continuous connection will involve the identification of existing trails and lanes along the route and a series of signage and markings provided to identify the Trail.

- ◆ A link should be planned during the development of Fairview Park and the County's North Talbert/Fairview Regional Park which will make the connection between the City trail system and the Santa Ana River Trail. The City will have to coordinate with the County in the planning of the regional park to ensure the implementation of a trail linkage.
- ◆ The crossing at Costa Mesa Freeway should be addressed to ensure a safe crossing between the east and west sides of the City.
- ◆ The only location where a trail or bike lane does not yet exist along this route is along Del Mar Avenue and Fair Drive. The road is wide and could accommodate a bicycle lane. When planning this link, the City should design the trail to have some separation from the road through the use of a planting strip and to provide a landscape buffer between it and the bordering residents. The segment will then serve to link the corridor to an existing trail in Newport Beach and the Newport Bay.

The City should investigate the opportunities for obtaining easements or rights-of-way along the properties that border the planned route of the River-Bay Trail. There may be some method to get portions of the trail away from the road. However, if this is not possible along Del Mar/University Drive, on-street parking will need to be removed to provide on-street bike lanes.

10.5 DESCRIPTION OF ACTION AND IMPLEMENTATION PLAN

The Action Plan subsection of the Parks, Recreation and Open Space Master Plan contains specific recommendations to improve existing neighborhood and community parks and joint-use active recreation facilities and recommendations for potential new neighborhood park sites.

In addition to the recommended improvements to existing sites and facilities, new park and recreation sites will be needed to meet the long-term park, recreation and open space needs to the community.

An estimate of population to park ratios has been conducted, by planning area, to evaluate deficiencies in the City's allocation of parkland. Table OSR-5, *Existing Park/Population Ratios*, indicates these estimated ratios.

**TABLE OSR-5
EXISTING PARK/POPULATION RATIOS**

Planning Area	Population ¹	Existing Parkland ²	Park/Population Ratio
Planning Area 1	21,456	56.58 ac.	2.63/1,000
Planning Area 2	39,735	246.73 ac.	2.26/1,000
Planning Area 3	20,619	11.62 ac.	0.563/1,000
Planning Area 4	26,321	80.32 ac.	3.05/1,000
Planning Area 5	4,614	16.42 ac.	3.55/1,000
Planning Area 6	5,669	9.18 ac.	1.61/1,000

Notes:
 1 Population figures are estimates based on existing census boundaries. Some variation may occur due to differences between tract boundaries and planning area boundaries.
 2 Parkland figures based on information contained in City of Costa Mesa Parks, Recreation and Open Space Master Plan.

Source: City of Costa Mesa Development Service Department, 2000.

PLANNING AREA 1

Planning Area 1 is unique in a number of ways. First, it is the location of major public open space features including Canyon Community Park and the Talbert Regional Park and immediately adjacent to Fairview Community Park. However, these facilities are located along the easternmost boundary of the area, leaving the balance poorly served for neighborhood park service. Secondly, the area is the most densely populated and highly developed in the City, leaving very limited opportunities for sites to fulfill this service deficiency.

The Parks, Recreation and Open Space Master Plan Study recommended development of the City-owned property at the southeast corner of Charle Street and Hamilton Street as a neighborhood pocket park. Although limited in size (approximately 1/2 acre), the pocket park can provide park service to the surrounding high-density neighborhood. Per City Council direction this area has been designated to be developed as a skateboard park.

Planning area 1 includes the previously identified surplus properties associated with the Victoria Street widening. There are three contiguous sites that the City Council has reserved for future use as a pocket park.

Additional opportunities to increase service are Wilson School and Rea School. Although too small to be considered isolated, active recreation centers, these sites are suitable for the provision of neighborhood park facilities. In 1999, City Council authorized staff to negotiate use of 0.68 acres of Rea School as a neighborhood park.

PLANNING AREA 2

Planning Area 2 is currently well served and exceeds the park-to-population standard for neighborhood and community parks. As such, no new park sites have been identified. However, the City should consider continued availability of Balearic Center as a community center and active recreation fields.

PLANNING AREA 3

Planning Area 3 is similar to Area 1 in that it is an older neighborhood which is nearly fully developed without an adequate neighborhood park system. One advantage that the eastside has is the availability of existing school sites to augment the local park network and the potential availability of three surplus school sites. It is also home to the previously identified Community Garden.

To meet the neighborhood park service needs of the area, the City should consider acquiring, through purchase or long-term lease agreements, all or a part of at least two of the surplus or potential surplus sites. It is recommended that these sites encompass at least two to three acres each. Lindbergh School is considered a high priority because of the existing one-acre neighborhood park and the permanent open space provided by the Water District's underground reservoir. Harper Administrative Center offers the same advantage in terms of the existing neighborhood park. Monte Vista/Back Bay High School is advantageous in that it has the greatest potential to expand service to a currently unserved area.

PLANNING AREA 4

Planning Area 4 is the third area with deficient neighborhood parkland. However, with recent acquisition and development of the Costa Mesa High School Farm Site this area's deficiency has been reduced. The new Farm Sports Complex includes a total of six soccer fields, four of which are lighted and two of which are unlighted.

PLANNING AREA 5

Planning Area 5 has a surplus of neighborhood parkland in Wakeham and Wimbledon Parks. The more urbanized residential development east of Town Center is served by private on-site recreation facilities and The Lakes open space easements. However, with the development of the Sakioka Farms residential site, this area is expected to have the highest potential for new residential development, up to 1,411 dwelling units and 2,920 population.

As noted in the Active Recreation Facility Siting Analysis, a new five-acre neighborhood park would meet the park needs of the future residents. It is recommended that this park be developed with turf areas for informal games, play equipment and picnic areas. No acquisition costs have been assumed for this site as it will be obtained as a part of the park dedication requirements for the future residential development. Improvement costs are estimated at \$600,000. If improved by the developer, these costs will be credited against the remaining park in-lieu fee balance for the project.

ACTION PLAN/PRIORITIES

Realization of the recommendations of the 1996 Master Plan (amended in 1999) depends upon a solid implementation plan. Alternative funding mechanisms may include park in-lieu fees, impact fees, general fund, dedication, grants, general obligation bonds and certificates of participation.

The City of Costa Mesa intends to provide more park and recreation facilities to serve the new residents anticipated between now and buildout. The City has not met all of its current population's needs, therefore, additional parks and facilities

must be provided to serve existing constituents. Since not all of the needs can be addressed at once, priorities must be established.

During the first four years of a 20-year capital improvement program, priority was given to developing youth athletic fields on joint-use recreation facilities at local schools and replacement of tot lot equipment at community and neighborhood parks.

The highest priority is given to park facilities that serve the unmet needs of existing residents. A majority of this budget is allocated towards athletic facility development at parks and joint-use recreation facilities at local schools. Emphasis is given to facilities that serve individual and team sports, such as softball, baseball, basketball and soccer. Some facility improvements at existing neighborhood parks are recommended during this phase, as well as improvements to Balearic Community Center and implementation of the skateboard park at Charle and Hamilton.

Priority 2 provides for a 50-meter swimming pool to be developed under a joint-use agreement. A gymnasium facility, one lighted softball field, two youth baseball fields, and one lighted soccer field will also be phased in. Neighborhood parks continue to be improved, and a new neighborhood park on the Sakioka site north of the I-405 will be developed. This last priority provides for minor improvements to existing neighborhood parks.

CONCLUSIONS

The Parks, Recreation and Open Space Master Plan is designed as a road map to guide future improvements to the City's local park and recreation system. It is designed to address current system deficiencies and to meet the long-term community's needs through buildout of the City's 2000 General Plan. As conditions change over time, the Master Plan should be viewed as a living document which must be continually monitored and evaluated. This review should occur with the annual review of the 2000 General Plan and/or budget process.

One of the key recommendations for funding the identified improvements is a combination of Quimby Act park in-lieu fees and development impact fees. As the Master Plan suggests, the current Quimby in-lieu fee ordinance and fee schedule should be amended to reflect the shift in emphasis from a land acquisition based fee to a fee based on the recommended capital improvement program. At the same time, the City should proceed with the prerequisite study to establish an impact fee for those projects not covered by the provisions of the Quimby Act. The establishment of such a fee program was adopted as a Community Objective by City Council during its 1995-96 budget adoption process.

With the passage of Safe Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond Act of 2000 (Proposition 12), the City of Costa Mesa qualifies for additional funding for parks, coastal and recreation projects. Proposition 12 include approximately \$827 million in potential funding to local governments for a wide range of per capita and competitive parks and recreation program grants. The bonds are paid off from a General Fund revenue (largely income, sales, and other taxes). Bonds will be sold gradually, as state and local agencies are prepared to spend the money. It may take five or more years to sell all the bonds. Once the bonds are sold, they are paid off over a long period of time, usually 20 years.

10.6 GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies of the Costa Mesa 2000 General Plan that address recreation and open space are as follows:

GOAL OSR-1: ENVIRONMENTAL QUALITY AND RESOURCE CONSERVATION

It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the development of recreation resources, and the preservation of open space.

Objective OSR-1A. Preserve the City's open space lands and provide additional community and neighborhood parkland in conjunction with future population increases to provide adequate recreational opportunities and relief from the pressures of urban development.

- OSR-1A.1 Provide a minimum of 5.76 acres of permanent public open space (consisting of 4.26 acres of neighborhood and community parks and 1.5 acres in school yards) for every 1,000 residents.
- OSR-1A.2 Provide maximum visibility and accessibility for future public parks by locating such facilities adjacent to existing or planned public streets.
- OSR-1A.3 Encourage the acquisition of land for neighborhood or community parks for active recreational use.
- OSR-1A.4 To the extent legally possible, require other local, regional, State, or Federal agencies to maintain an adequate inventory of open space lands within Costa Mesa.
- OSR-1A.5 Encourage, through development rights transfers or other incentives, the development of private permanent open space, and recreation facilities to meet the needs of the City's residents.
- OSR-1A.6 Encourage, through open space easements, development rights transfers or acquisition, zoning regulations, or other incentives, the long-term maintenance of existing open space lands.
- OSR-1A.7 Require, through development standards and planned development review criteria, the integration of open space uses (plazas, courtyards, landscaped areas, etc.) into major commercial and industrial development or redevelopment projects.
- OSR-1A.8 Continue to require, through development standards, the integration of open space and recreational uses and facilities into all multiple-family residential projects.
- OSR-1A.9 Review the possibility of incorporating an Arts in Public Places program in City parks.

OSR-1A.10 Strongly encourage improved maintenance of City and school district facilities used for recreation and organized sports activities. Strongly support recreation programs that benefit the youth of the community.

OSR-1A.11 Retain all existing open space in Lions Park.

OSR-1A.12 Preserve and enhance existing wetlands areas.

OSR-1A.13 Encourage the preservation of views of coastal resources from City and County parkland and public streets within Costa Mesa.

OSR-1A.14 Through continued implementation of the Parks, Recreation and Open Space Master Plan, actively pursue the acquisition and development of pocket and neighborhood parks within park deficient areas.

OSR-1A.15 Update the Parks, Recreation and Open Space Master Plan on a regular basis.

OSR-1A.16 Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas.

CHAPTER II
HISTORIC AND CULTURAL
RESOURCES ELEMENT



CHAPTER II

HISTORIC AND CULTURAL RESOURCES ELEMENT

The Historic and Cultural Resources Element identifies the historic and cultural resources found throughout the City. Goals and supporting policies related to the preservation of these resources are described in this Section.

II.1 PURPOSE

The purpose of this Historical and Cultural Resources Element is to promote the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, sites, districts, neighborhoods, natural features and significant permanent landscaping having special historical, archaeological, cultural, architectural, or community value in the City for the following reasons:

- ◆ To safeguard the City's heritage as embodied and reflected in such resources;
- ◆ To encourage public knowledge, understanding, and appreciation of the City's past;
- ◆ To foster civic and neighborhood pride and a sense of identity based on the recognition and use of cultural resources;
- ◆ To preserve diverse and harmonious architectural styles and design preferences reflecting phases of the City's history and to encourage complementary contemporary design and construction;
- ◆ To enhance property values and to increase economic and financial benefits to the City and its inhabitants; and
- ◆ To protect and enhance the City's attraction to tourists and visitors, thereby stimulating business and industry.

11.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The policies of the Historical and Cultural Resources Element are directly related to the policies within the conservation and open space and recreation elements. The goals, policies, standards and proposals within the Historic and Cultural Resources Element are consistent with all other elements of the Costa Mesa 2000 General Plan.

11.3 SUMMARY OF EXISTING CONDITIONS

HISTORICAL DEVELOPMENT OF COSTA MESA

The history of Costa Mesa is the story of three communities of the past. An old boomtown called Fairview, the Boston farming colony of Paularino, and the Village of Harper once thrived within Costa Mesa's boundaries. Their growth and blending together played a significant role in the history of Orange County and California.

Sometime after 1800, three adobes were built along the bluffs of Costa Mesa overlooking the Santa Ana River. The first adobe, known as the Polloreno or Banning Adobe was located about one-third of a mile south along the bluff from Adams Avenue. It fell to ruin between 1903 and 1906 after treasure hunters dug around the old building looking for hidden gold. The second adobe, known as the Gabe Allen Adobe or the Estancia still exists. It is believed that the Estancia adobe was built by the padres from Mission San Juan Capistrano as a way station for herders. The third adobe, called the Rice Adobe was located just north of Gisler Avenue. This adobe was torn down by Edward Pomeroy, the owner at the time, in 1919, to keep treasure hunters off the property.

FAIRVIEW

Between the fall of 1887 and the summer of 1888, the town of Fairview was introduced. The town centered around the present day intersection of Adams Avenue and Harbor Boulevard. In October 1887, a syndicate consisting of local businessmen formed to purchase various tracts in the Newport District and develop portions of them. Over the next few years development of Fairview grew at a rapid pace. During this time, the Fairview Post Office was established in a corner drug store and the three-story Hotel Fairview was also completed. Four other developments demonstrated the rapid rise of this new town: the discovery of a hot mineral water spring and natural gas, the publication of a local newspaper, and the Santa Ana, Fairview & Pacific Railroad.

Despite attempts to promote the continuing development of Fairview, by spring of 1889 it was over. The town began to collapse as rapidly as it had appeared. By 1889 the land boom of Southern California was over. Many of the land transactions throughout the region fell through. Fairview's expansion was curtailed at this point. In mid-March, a severe rainstorm washed out a section of the Fairview Railroad tracks. The roadbed midway between Fairview and Santa Ana, next to the Santa Ana River, which had overflowed, was gone. In addition, many of the residents began to leave town including the editor and owner of the local paper, the town physician, the butcher, and the local sign painter. The once

crowded streets soon became deserted. Formerly successful business establishments boarded up their doors and windows.

By 1911, all that remained in Fairview was the town's schoolhouse, the hotel, and a few scattered houses. The first of all that remained and important part of the community to go was the Fairview public school. The Fairview school closed its doors in 1915 when it merged with the Harper District. In 1918, an earthquake cut off the flow of hot mineral water to the hotel resort. This closed the hotel almost immediately, and the structure was sold and demolished two years later. The few remaining residential houses succumbed to new development in the 1930's and 1950's or to accidents such as fire.

PAULARINO

Paularino was considered a typical farming community which contained approximately 800 acres bounded by today's Fairview Road to the west, Newport Boulevard on the east, the San Diego Freeway on the north, and by a boundary line approximately one-half mile south of Baker Street. The Paularino community did not amount to more than a name with a few scattered farm houses, one public school building, and a railroad siding complete with a loading platform and a warehouse. The Paularino railroad siding was located on what is now the west side of Newport Boulevard between Paularino Avenue and Baker Street. It was connected to the Santa Ana & Newport Railroad, which ran between Santa Ana and Newport Beach. The lack of growth of Paularino eventually led to its demise.

HARPER

Harper was named after a rancher who came to the area after the Fairview land boom. Building activity was quiet on the mesa from 1903 to 1906. Developers and oil discoveries during the next six years promoted further settlement. These two factors led to the addition of stores, schools, highways, water systems, and churches. Parallel with the land development, the area experienced its first oil boom, which served to promote and expand population. Three oil wells went up in 1906 just south of the present Newport Harbor High School location. In the latter part of 1907, several more wells were installed on the northern end of the Newport Heights Tract. The oil boom was short-lived. The oil that had been found turned out to be a thick, sticky substance and thus, very difficult to pump. Within two or three years the old derricks were abandoned. The growth and development of Harper fell back upon land development.

In 1920 the farming community of Harper was renamed to Costa Mesa. In the summer of 1920, the second store on Newport Boulevard, the Wayside Market, opened for business. Several more store buildings went up along the boulevard during 1921, including a garage and blacksmith shop, barber shop and soda fountain.

Development increased throughout Costa Mesa, until January 21, 1932 when the Costa Mesa Branch of the Bank of Balboa closed its doors. The Great Depression continued unabated to any extent through 1933 and 1934. In December 1933, the branch line of the Southern Pacific Railroad, which ran from Santa Ana to Newport Beach along Newport Boulevard through the heart of town, was abandoned. The tracks were pulled up some two years later.

Growth continued in 1940 with the opening of several commercial stores including the new Sprouse-Reitz Variety at 1830 Newport Boulevard, the Myers & Myers Department Store at 1816 Newport Boulevard, and the Post Office at

1809 Newport Boulevard. Through 1940 Costa Mesa continued to be recognized as a small town. Then World War II accelerated Costa Mesa's growth.

COSTA MESA AND THE SANTA ANA ARMY AIR BASE

As world tension mounted, additional military installations were planned throughout the nation. A prime contract was awarded to the Griffith Company of Los Angeles for the construction of the United States Air Corps Replacement Training Center. Construction of the base intensified after the United States formally declared war. On April 7, 1942, the base was renamed the Santa Ana Army Air Base (SAAAB). It consisted of three schools: the Air Force Classification Center, the Air Force Pre-Flight School for pilots, and the Air Force Pre-Flight School for bombardiers and navigators. The base eventually reached the size of 1,283 acres. It included the territory west from Newport Boulevard to Harbor Boulevard, south from Warehouse Road to the present Vanguard University. The main gate was located on Newport Boulevard.

After the war, in 1946, the War Department announced that the Base was for sale to any educational institution for the price of one dollar. Two hundred and forty-three acres of what had been choice farming land and sixty-nine old Air Force buildings were transferred from the War Assets Administration to the Orange Coast Junior College District. School opened for the first time on September 13, 1948. Also, in 1948, the Southern California Assemblies of God Churches purchased 126 acres of the Army Air Base from the War Assets Administration for a future campus. In 1950, a new Southern California Bible College opened. Today, all that remains of the SAAAB are a few "standardized designed" warehouses located near the corner of Dale Way and College Avenue, plus a few "standardized designed" buildings on the Orange County Fairgrounds, including the 1.4 acre Memorial Garden and Bird Sanctuary also located on the Fairgrounds.

PRESENT DAY HISTORICAL RESOURCES

To determine any existing evaluations and designations in the City of Costa Mesa, a records search and review of the National Register of Historic Places and its annual updates and, the 1995 California Historic Resources Inventory maintained by the State Office of Historic Preservation, was conducted. Table 13-1, *City of Costa Mesa Historic Resources Inventory*, reflects the results of the research conducted for the City of Costa Mesa.

CULTURAL RESOURCES

Costa Mesa is rich in archaeological resources. Indians first settled here prior to 1500 B.C. Over the years, discarded pottery and implements made of bone and stone found their way into the soil to await discovery hundreds or thousands of years later. Occasional burial sites have also been discovered. The most common indications of Indian habitation are concentrations of shells collected for food.

Seven previously recorded archaeological sites exist in Costa Mesa. These are primarily located on or near the bluffs overlooking the Santa Ana River or Upper Newport Bay. A brief description of each site follows. (The classification number indicates California - Orange County - site number.)

Ca-Ora-163. This site consists of two major segments located under what is now the Mesa Verde Country Club and surrounding homes. The site is described as a large elongated shell midden ranging from one to four feet in depth. (A midden is a

heap of refuse - in this case shells - discarded from the kitchen or eating area of a previous civilization.) The site has been investigated on several occasions since 1938 and has yielded artifacts including hunting and food processing implements and human burials. The site has been subjected to considerable impacts due to the construction of the Country Club and adjacent homes, although portions of the site are believed to remain intact.

Ca-Ora-76. This location lies approximately 2,200 feet south of Ca-Ora-163 in the area around the intersection of Adams Avenue and Placentia Avenue. Like the previous site, substantial impacts have been incurred due to construction of residences and public streets, especially Adams Avenue. There are portions of the site which are believed to remain intact, near the intersection and in the vicinity of the Estancia Adobe. The site contains a shell midden with evidence of two habitation levels.

Ca-Ora-58 and Ca-Ora-506. Commonly referred to as the "Fairview Indian Site", these sites are located within the area of Fairview Park. Ca-Ora-76, described above, is believed to be a northerly extension of the same habitation complex on the bluff overlooking the Santa Ana River. Relatively minor damage has occurred in these areas as the land is largely undeveloped. The significance of these sites is indicated by the fact that they have both been placed on the National Register of Historical Places.

Ca-Ora-165. Located at the intersection of Valley Road and Victoria Street, this site is comprised of shell midden containing several stone artifacts. Although the site is assumed to have been largely destroyed by residential construction in the area, portions may underlie undeveloped properties north of Victoria Street along Canyon Drive and Pacific Avenue.

Ca-Ora-297. Several fragments of stone tools were found when the site, located at the northwest corner of 17th Street and Pomona Avenue, was surveyed in 1971. At that time, bulldozers were operating adjacent to and on the site, and it is assumed to have been destroyed as it is presently occupied by industrial buildings.

Ca-Ora-687. This site, located south of Bristol Street and east of Santa Ana Avenue, was recorded in 1978. The site consists of two distinct locations, the more recent having been occupied some time between 500 A.D. and 1500 A.D. Prior to 1980, artifacts were salvaged from the site due to impending development plans. Artifacts included fragments of stone tools and two human burials.

In July and August of 1978, a systematic survey was conducted of the remaining undeveloped areas in the City. This project included a search of previous records and a field survey of vacant land. Besides the seven previously recorded sites, the survey identified at least nine additional locations of possible archaeological significance based on surface observations. The actual significance of the sites can only be determined after subsurface testing. Further information can be obtained from the report prepared for the City of Costa by Archaeological Associates in 1978.

PALEONTOLOGICAL RESOURCES

Most of the paleontological resources in Costa Mesa are found in the Palos Verdes Formation - a collection of sand and gravel deposits approximately 100,000 years old. These deposits were made during the time the Costa Mesa area was covered by the Pacific Ocean. Often referred to as Palos Verdes Sand, these deposits contain evidence of the kinds of life that inhabited the area prior to man's arrival.

Scientists working in the Costa Mesa-Newport Beach area have identified more than 500 species of marine invertebrate fossils. These primarily include varieties of gastropods (marine snails) and bivalves (clams, oysters, mussels). Significant numbers of both marine and nonmarine vertebrate fossils have also been found (fish, birds, sea and land mammals).

Ten paleontologic localities have been identified within the City of Costa Mesa. These sites have been prioritized as to significance and urgency of action based on location and accessibility; mode of preservation; quality and abundance of specimens; ease of collecting; taxonomic composition (types of organisms) and diversity of the fossil assemblage; unique or special attributes; occurrence of previously undescribed, unusual or otherwise noteworthy taxa (genera or species); past, present and potential future contributions to academic research and public education. Sites were evaluated within the context of Orange County paleontological resources. The rating system ranges from first order (highest priority - recommended for in situ (in its present location on the site) preservation and accessibility for scientific study and public education to sixth order (poorly preserved fragments - no impact foreseen, no salvage recommended).

Sites identified in Costa Mesa are classified as third, fourth or fifth order. Third order (high priority) suggests further search for fossils prior to and during grading operations. Fourth order sites indicate the possibility of more significant resources being found beneath the surface. Monitoring by a qualified paleontologist of grading operations on and near the site is recommended. Fifth order sites include those not subject to impacts from impending development. Collections, especially for educational purposes, could be salvaged if destruction becomes imminent.

The sites, their approximate locations and significance are discussed below.

F-91. Near the intersection of Boa Vista Drive and Nevis Circle, a 1962 excavation produced the partial skeleton of a mastodon. The specimen was removed and is now on loan from the Costa Mesa Historical Society to the Natural History Foundation of Orange County. Although classified fourth order, the site has since been developed for single-family homes.

A-3129. This site is located on the plateau of Fairview Regional Park not far from the Fairview Indian Site. Fifty-two species of molluscs were identified here. The species identified indicate that the site has previously been covered by a bay or a protected beach. A-3129 has been classified as a fifth order site.

LACM-3267. This site is located at the northwest corner of 19th Street and Anaheim Avenue. An excavation here produced a mammoth tooth and a limb bone of an elephant (either mastodon or mammoth). Both are now in the collection of the Los Angeles County Museum. No further specimens were found and the site has since been developed. Fourth order classification has been assigned.

LACM-4219. A large assortment of vertebrate and invertebrate fossils were recovered from this site which is in the excavation for the Costa Mesa Freeway just south of Santa Isabel Avenue. Molluscs comprise the majority of the find and include more than 100 species. Vertebrate fossils recovered include those of fish, birds, sharks, sea lions and seals. The composition of the fauna suggests that this was once an open, shallow, sandy bottom marine environment. The site is considered to be third order.

JDC-CM-1. This is the first of four sites discovered during research for the 1980 General Plan. This locality is in the cliff on the north side of Victoria Street east of the Santa Ana River. Fragmented shell material from bivalve and gastropod molluscs have been identified. A fifth order classification has been assigned.

JDC-CM-2. Fossil molluscs occur in at least two separate intervals at this location. This fifth order site is in the west-facing bluffs of Canyon Park.

JDC-CM-2A. This site occurs directly north of JDC-CM-2 in a west-facing slope and contains numerous oyster shells and other molluscs. It lies stratigraphically above JDC-CM-2 and when considered together, they merit a third order priority.

JDC-CM-3. A small collection of shells representative of a bay-type environment can be found at this site located at the west end of 19th Street. The site is ranked fifth order.

JDC-CM-4. Although topographically lower than JDC-CM-2 and 2A, this site is younger or more recent. The site lies south of the bluffs containing sites JDC-CM-2 and 2A and is designated as a fifth order locality. It contains marine shells that barely, if at all, qualify as fossils due to their young geologic age.

VAC-CM-4. This site is located between Mesa Drive and Del Mar Avenue within the excavation for the Costa Mesa Freeway. Resources are similar to those found at LACM-4219 several hundred feet to the southwest. A wide variety of molluscs are exposed and in good condition, leading to the site's classification as third order.

II.4 HISTORIC AND CULTURAL RESOURCES ISSUES AND CRITERIA

HISTORICAL RESOURCES CRITERIA

The City of Costa Mesa, through provisions cited in the Municipal Code, has established procedures for preserving its designated historic and cultural resources. The provision relative to historic preservation is documented in the City's Historic Preservation Ordinance (Ordinance). The Ordinance was adopted on November 1, 1999 by the Costa Mesa City Council. The Ordinance encompasses significance criteria requirements, the obligations required of historic property ownership, and a broad range of incentives available to owners of historic properties.

The Historic Preservation Ordinance states that a historic resource is any building, structure, natural feature, site, landscape, object or improvement which is of significance to the citizens of the City, the State, or the nation. To be designated a local landmark a historic resource must be over 50 years of age, or in special circumstances under 50 years, and meet one or more of the following:

- ◆ Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history; or
- ◆ Is identified with persons or events significant in local, state, or natural history; or

- ◆ Embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- ◆ Represents the work of a notable builder, designer, or architect; or
- ◆ Contributes to the significance of an historic area, being a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development; or
- ◆ Has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the City; or
- ◆ Embodies elements of architectural design, detail, materials, or craftsmanship that represents a significant structural or architectural achievement or innovation; or
- ◆ Is similar to other distinctive properties, sites, areas, or objects based on a historic, cultural, or architectural motif; or
- ◆ Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; or
- ◆ Is a type of building or is associated with a business or use which was once common but is now rare; or
- ◆ Yields, or may yield, information important in prehistory or history; and
- ◆ Retains the integrity of those characteristics necessary to convey its significance.

CULTURAL RESOURCE ISSUES

Development of sites containing archaeological resources brings the possibility of damage or destruction to those resources. Previously recorded and investigated sites in Costa Mesa have yielded artifacts at depths ranging from one to seven feet, with the greatest number of items being found between one and two feet. The construction of nearly any type of building or road involves excavation or scarification of the soil to a depth of one to two feet or more. Construction of parking lots and installation of groundcovers normally involve disturbance of the first six inches of soil or less. New shrubs and trees, however, require planting holes ranging from one to three feet in depth.

In summary, almost any kind of development on land containing archaeological resources will directly impact those resources. The scientific, cultural and educational value of historic or prehistoric artifacts can be severely reduced by such disturbance. Items may be damaged or lost and their distribution in the soil may be altered from the original condition, thus misleading investigators as to their use and the location of various activity centers within the original settlement.

Additional activities with potential for adversely impacting archaeological resources are vandalism and "pot-hunting". The latter term refers to the nonmalicious

activities of persons simply looking for souvenirs for their own collections. Although no harm is meant, digging by unqualified persons results in disturbance to the site, damage to artifacts and loss of materials which might be valuable to a scientific investigation of the site.

PALEONTOLOGICAL RESOURCE ISSUES

The risk of impact to paleontological resources is much the same as for archaeological resources. Development or excavation on paleontological sites can destroy or disrupt resources to a point that they are lost or valueless. Paleontological resources are deposited in geologic strata and represent plants and animals over a larger area - not concentrated in specific small settlements. For this reason, fossil deposits may extend beyond the perimeters of an identified site.

11.5 DESCRIPTION OF HISTORICAL AND CULTURAL RESOURCE PROCEDURES

HISTORICAL RESOURCES

The research conducted and analysis performed resulted in the identification of buildings that have been evaluated and classified according to the California Office of Historic Preservation categories 1 through 6 previously discussed. The following evaluation codes were found to apply to one or more surveyed properties and appear on the DPR 523 forms:

- 2S2 Determined eligible for separate listing in the National Register through a consensus determination by a federal agency and the State Historic Preservation Officer.
- 3S Appears eligible for separate listing in the National Register.
- 5S1 Not eligible for the National Register but of local interest because the property is eligible for separate designation under an existing local ordinance.
- 5D1 Not eligible for the National Register but of local interest because the property is a contributor to a fully documented district that is eligible for designation as a local historic district under an existing local ordinance.
- 5S3 Not eligible for the National Register but of local interest because the property is not eligible for separate designation under an existing local ordinance, but is eligible for special consideration in the local planning process.
- 6Z1 Found ineligible for listing in the National Register with no potential for any listing.

RESOURCES LISTING IN OR ELIGIBLE FOR THE NATIONAL REGISTER

One property in the survey area is currently listed as eligible for the National Register. This property is the Station Master's House located at 2150 Newport Boulevard.

Five properties, including the Station Master's House, in the survey area appear to meet the standards for listing in the National Register, and shown on Exhibit HCR-1. These properties have been given an OHP rating of "3S" and are as follows:

- ◆ 420 West 19th Street – Methodist Church
- ◆ 1900 Adams Avenue – Diego Sepulveda Adobe
- ◆ 3315 Fairview Road – Segerstrom House
- ◆ 3315 Fairview Road – Segerstrom Barn
- ◆ 2150 Newport Boulevard – Station Master House

RESOURCES WORTHY OF LOCAL DESIGNATION

Twenty-six properties in the survey area have been evaluated as eligible for designation under an existing local historic preservation ordinance. The OHP rating classification given to these structures were "5S1" and "5D1." "5S1" applies to properties, which are eligible for individual designation under the local ordinance. "5D1" applies to contributors in recognizable groupings or districts which are likely to be designated as local historic districts.

RESOURCES WORTHY OF LOCAL NOTE

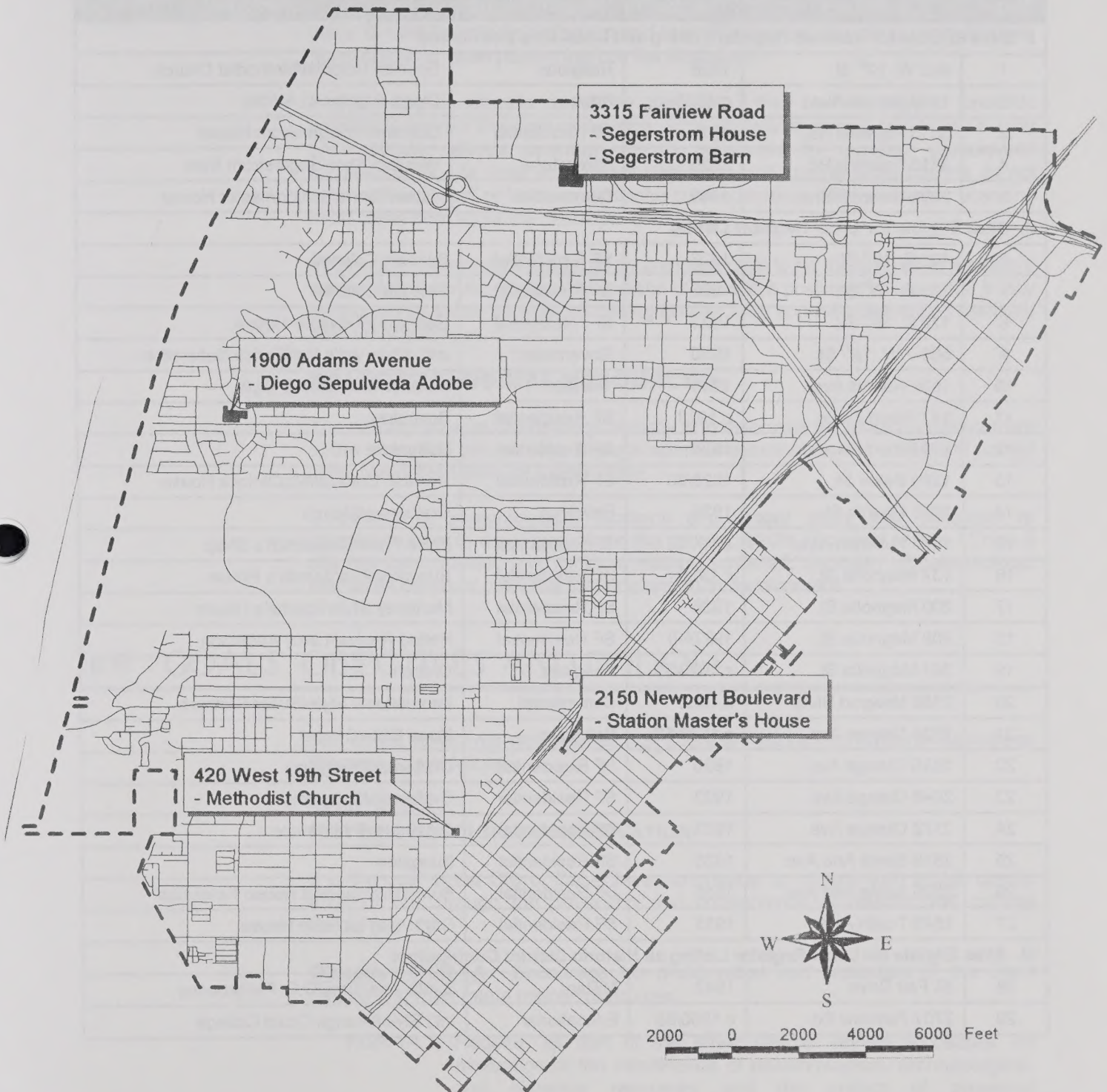
A total of 141 properties in the survey area were evaluated as worthy of note at the local level. These resources, primarily single-family residences, derive their significance from the historic development patterns and architectural characteristics which give the study area a cohesive identity. The OHP classification given to such buildings were "5S3" and were evaluated as eligible for special consideration in the local planning process.

In summary, the Citywide Survey conducted by PCR Services Corporation during July 1999, identified 4,332 properties that were constructed prior to 1954 (45 years or older), of which 3,348 were inventoried after completing the initial windshield survey and field research. Upon completion of in-depth field research and an intensive level survey approximately 29 properties were identified as significant federal, state, and/or local historic resources. Approximately 60 properties, including the 29 significant properties, were formally documented on State Inventory Forms (DPR523 forms).

CULTURAL RESOURCES

Impacts from development on archaeological resources may be mitigated in a variety of ways. The most obvious is to prohibit further development in archaeologically sensitive areas. However, this is normally not a practical solution unless the land is publicly owned or can be used, in its natural state, to satisfy open space requirements of a larger private development. Even if the "no development" alternative were feasible, and it may be in some cases, the possibility would remain for damage to the site from vandals or souvenir hunters. With proper design and

PROPERTIES THAT MEET THE STANDARDS FOR LISTING IN THE NATIONAL REGISTER



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EXHIBIT HCR-I

**TABLE HCR-1
HISTORIC RESOURCES INVENTORY**

Map #	Address	Year Built	Property Type	Comments
I. Sites Eligible for National Register Listing and Local Register Listing				
1	420 W. 19 th St.	1928	Religious	Spanish Colonial/Methodist Church
2	1900 Adams Ave.	c.1823	Adobe	Diego Sepulveda Adobe
3	3315 Fairview Rd.	1915	SF Residential	Craftsman/Segerstrom House
4	3315 Fairview Rd.	1928	Agricultural	Western Style/Segerstrom Barn
5	2150 Newport Blvd.	1880	Commercial	Queen Anne/Stationmaster House
II. Sites Eligible for Local Register Listing				
6	123 E. 18 th St.	1926	SF Residential	Spanish Colonial
7	127 E. 18 th St.	1926	SF Residential	Spanish Colonial
8	179 E. 18 th St.	1923	SF Residential	Bungalow/Tewinkle House
9	565-7 W. 18 th St.	1950	Government	Int'l. Style/Vet's Hall/Police Substation
10	1534 Adams Ave.	1963	Theater	Modern/International Style
11	147 Albert Place	c.1923	SF Residential	Bungalow
12	195 Albert Place	1924	SF Residential	Bungalow
13	1293 Baker St.	1928/30	SF Residential	Spanish Colonial/McClintock House
14	1950 Church St.	1928	Religious	Craftsman/Church
15	1817 Fullerton Ave.	c.1909	SF Residential	False Front/Blacksmith's Shop
16	137 Magnolia St.	c.1920	SF Residential	Bungalow/Blacksmith's House
17	200 Magnolia St.	1936	SF Residential	Monterey Style/Sparke's House
18	208 Magnolia St.	1927/40	SF Residential	Period Revival/Leroy Anderson
19	301 Magnolia St.	c.1923/39	Religious	Church
20	2180 Newport Blvd.	c.1962	Commercial	International Style/Stater Brothers
21	1734 Orange Ave.	c.1939/50	Religious	Mesa Bible Chapel
22	1835 Orange Ave.	1930	SF Residential	Craftsman/Bungalow
23	2048 Orange Ave.	1923	SF Residential	Craftsman/Bungalow
24	2172 Orange Ave.	1923	SF Residential	Craftsman/Pink House
25	2519 Santa Ana Ave.	1925	SF Residential	Bungalow
26	2529 Santa Ana Ave. ¹	1915	SF Residential	Bungalow/Huscroft House Relocated
27	1549 Tustin Ave.	1915	SF Residential	Craftsman/La Perle House
III. Sites Eligible for Local Register Listing as Historic District Contributors				
28	88 Fair Drive	1942	Military	Santa Ana Army/O.C. Fairgrounds
29	2701 Fairview Rd.	c.1950/55	Educational	Int'l Style/Orange Coast College

¹ This house has been relocated to a temporary location at the Orange County Fairgrounds until a permanent location can be determined.

protection, archaeological sites could become integral parts of public parks. This would be the preferred course of action with the Fairview Park sites, as they are probably the two most significant archaeological sites in Costa Mesa.

If development must occur over a known archaeological site, it may be possible to place fill over the site for protection and to install the least disruptive improvements (landscaping or open parking lots) on the filled area.

If archaeological deposits cannot be protected, it may be necessary to excavate artifacts to prevent their loss or damage. This process involves a systematic survey and delicate salvage operation to be conducted by qualified professional archaeologists. As most educational institutions and cultural organizations do not have sufficient staff or funds to undertake such operations without charge, financing must come from either the developer or the City.

Excavation is generally considered by archaeologists to be the last resort if artifacts cannot be preserved in situ. Preservation of the site is preferred in order that it may be studied by future generations having greater skills and more advanced methods and analytic abilities.

PALEONTOLOGICAL RESOURCES

The primary value of paleontological study is to determine the previous environment at the site. This can be done through scientific examination of the site and careful collection of the fossils for further study.

Disclosure of paleontological locations and proper study and collection of specimens prior to development are the primary results of project review. Once a site has been studied and sufficient material collected, discovery of paleontologic resources need not pose any further obstacle to development.

II.6 GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies that address Historic and Cultural Resources Element are as follows:

GOAL HCR-1: HISTORIC RESOURCE CONSERVATION

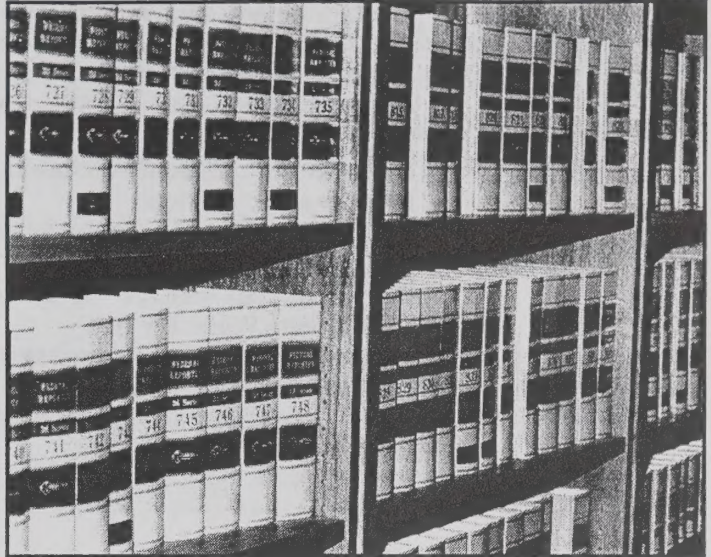
It is the goal of the City of Costa Mesa to provide its citizens with a high quality environment through the protection and conservation of historic and cultural resources.

Objective HCR-1A. Encourage the preservation and protection of the City's natural and man-made historic resources.

HCR-1A.1 Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archaeological, and historical resources and the impact of proposed development on those resources.

- HCR-1A.2 Require monitoring of grading operations by a qualified paleontologist or archaeologist when the site is reasonably suspected of containing such resources. If, as a result, evidence of resources is found, require the property to be made available for a reasonable period of time for salvage of known paleontological and archaeological resources by qualified experts, organizations, or educational institutions.
- HCR-1A.3 Require development on land containing known archaeological resources to use reasonable care to locate structures, paving, landscaping, and fill dirt in such a way as to preserve these resources undamaged for future generations when it is the recommendation of a qualified archaeologist that said resources be preserved in situ.
- HCR-1A.4 Encourage the preservation of significant historic resources as identified on Table HCR-1 by developing and implementing incentives such as building and planning application permit fee waivers, Mills Act contracts, grants and loans, implementing the State Historic Building Code and other incentives as identified in the City's Historic Preservation Ordinance.
- HCR-1A.5 Promote the preservation of significant historical resources and encourage other public agencies or private organizations to assist in the purchase and/or relocation of sites, buildings, and structures deemed to be of historical significance.
- HCR-1A.6 Encourage development of an interpretive center for paleontological, archaeological, and historical resources at Fairview Park. The center may contain resources found in the park area as well as resources found throughout the City.

CHAPTER 12
GENERAL PLAN
GLOSSARY OF TERMS



CHAPTER 12

GENERAL PLAN GLOSSARY OF TERMS

The terms in this glossary are adapted from the California General Plan Glossary, 1997, published by the California Planning Roundtable, and excerpted from the 1998 *General Plan Guidelines*, published by the Governor's Office of Planning and Research.

12.1 ABBREVIATIONS

ADT: Average daily trips made by vehicles or persons in a 24-hour period
ALUC: Airport Land Use Commission
CDBG: Community Development Block Grant
CEQA: California Environmental Quality Act
CHFA: California Housing Finance Agency
CIP: Capital Improvements Program
CMP: Congestion Management Plan
CMSD: Costa Mesa Sanitary District
CNEL: Community Noise Equivalent Level
COG: Council of Governments
CSDOC: County Sanitation District of Orange County
dB: Decibel
EIR: Environmental Impact Report (State)
EPA: Environmental Protection Agency
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
FIRM: Flood Insurance Rate Map
HUD: U.S. Department of Housing and Urban Development
IRWD: Irvine Ranch Water District
ISO: Independent System Operator
LCP: Local Coastal Plan
LOS: Level of Service
Mesa: Mesa Consolidated Water District

MWD: Metropolitan Water District
MWDOC: Metropolitan Water District of Orange County
NPDES: National Pollutant Discharge Elimination System
OCWD: Orange County Water District
PPM: Parts Per Million
PUC: Public Utilities Commission
PX: Power Exchange
SCAG: Southern California Association of Governments
SRO: Single Room Occupancy
SRRE: Source Reduction and Recycling Element
SWP: State Water Project
TDM: Transportation Demand Management
TDS: Total Dissolved Solids
TSM: Transportation Systems Management
UBC: Uniform Building Code
VMT: Vehicle Miles Traveled

12.2 TERMS AND DEFINITIONS

Acres, Gross: The total area within the lot lines of a lot of land before public streets, easements or other areas to be dedicated or reserved for public use are deducted from such lot, and not including adjacent lands already dedicated for such purposes.

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. "Affordable to low-and moderate-income households" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by Housing and Community Development Department of the State of California (HCD). Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See "Non-attainment.")

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Trail (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle trails may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Busway: A vehicular right-of-way or portion thereof--often an exclusive lane--reserved exclusively for buses.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Consistency; Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "conformity with." The courts have held that the phrase "consistent with" means "agreement with; harmonious with." Webster defines "conformity with" as meaning harmony, agreement when used with "with." The term "conformity means in harmony therewith or agreeable to (Sec 58 Ops.Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Cul-de-Sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Developable Acres, Net: The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development Agreement: A legislatively-approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that “freezes” certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent house-keeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Elderly Housing: Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older.

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling, and access to other social programs.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment: CEQA defines environment as “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.”

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act.”)

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Family: One or more persons occupying one dwelling unit and living together as a single housekeeping unit.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway: A high-speed, high-capacity, limited-access road serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Household: All those persons--related or unrelated—who occupy a single housing unit. (See "Family.") Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Incorporation: Creation of a new city.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or

philanthropic nature that cannot be considered residential, commercial, or industrial. (See "Public and Quasi-public Facilities.")

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Issues: Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than indicates a net out-commute.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landslide: Downslope movement of soil and/or rock, which typically occurs during an earthquake or following heavy rainfall.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Lateral Spreading: Lateral movement of soil, often as a result of liquefaction during an earthquake.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D: Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Local Coastal Program (LCP): A combination of a local governments land use plans, zoning ordinances, zoning district maps, and (within sensitive coastal resources areas) other implementing actions that together meet the local requirements of, and implement the provisions and policies of, the California Coastal Act of 1976.

Local Coastal Program Land Use Plan: The relevant portion of a local government general plan or coastal element that details type, location, and intensity of land use, applicable resource protection and development policies, and, where necessary, implementation actions.

Low-income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Low-income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low-income households.

L10: A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Mineral Resource: Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Neighborhood: A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Park: City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment.")

OCP-2000 Projections (Orange County Projections 2000): The OCP-2000 Projections were developed by the Center for Demographic Research at the California State University, Fullerton. The report provides a comprehensive data projection collection for Orange County with development narrative, and population, housing and employment projections in five-year intervals up to 2025.

Data is shown by census tract, jurisdiction, Regional Statistical Areas (RSA), Community Analysis Areas (CAA), and countywide totals.

Open Space: An area that is intended to provide light and air, and is designed for either environmental, scenic or recreational purposes. Open space may include, but is not limited to, lawns, decorative planting, walkways, active and passive recreational areas, playgrounds, fountains, swimming pools, wooded areas; first floor decks; unenclosed patios with solid or lattice roofs; water courses; and surfaces covered by not more than 5 feet in depth by projections which are at least 8 feet above grade.

Open space shall not include the following: driveways; parking lots; other surfaces designed or intended for vehicular travel; and upper floor decks, balconies or areas under projections which are less than 8 feet above grade.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Parks: Open-space lands whose primary purpose is recreation.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planning Area: The area directly addressed by the general plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan/Share: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Right-of-way: A strip of lane occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter onsite).

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Single Room Occupancy (SRO): A single room, typically with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the County.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions--for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Structure: Anything, including a building, located on the ground in a permanent location or attached to something having a permanent location on the ground.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subregional: Pertaining to a portion of a region.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (Source: *Minnesota State Legislature*)

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip: A one-way vehicular journey either to or from a site, or totally within the site, i.e., internal trip. Each trip has two trip ends, one at the beginning and the other at the destination.

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Tsunami: A large ocean wave generated by an earthquake in or near the ocean.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be "non-urban" or "rural." (See "Urban Land Use.") CEQA defines "urbanized area" as an area that has a population density of at least 1,000 persons per square mile - (Public Resources Code 21080.14(b)).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very-Low Income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "V/C". At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less

than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period."

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge: An area maintained in a natural state for the preservation of both animal and plant life.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



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